

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES



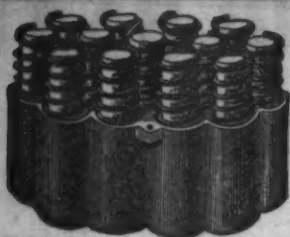
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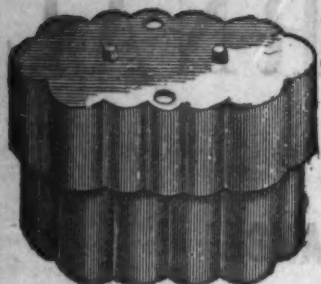
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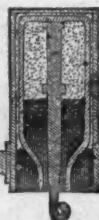
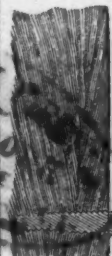
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American Railroad Journal.

New York Saturday, August 7, 1869.

The Tehuantepec Railway.*

The object of this work is to demonstrate clearly to the satisfaction of the reader the almost incalculable advantages which will accrue by the establishment of the proposed inter-oceanic route, *via* the Tehuantepec Isthmus in a geographical, military, and commercial point of view, to the civilized nations of the earth, but more especially to the United States. The establishment of a commercial junction between the seas was first conceived by that bold and far seeing navigator, as well as adventurer, Hernando Cortez, the conqueror of Mexico, as early as the year 1519, and we are favored in this work with the history of the failures, mismanagement and trials which the enterprise has encountered down to the present time, when through the energy and perseverance of Hon. Marshall O. Roberts, the principal promoter of the enterprise, and Simon Stevens, Don Emilio La Sere procured from the Republic of Mexico on the 6th of Oct. 1867, a grant which was amended by the Congress of that Republic on the

2d day of January, 1869, which gives them the exclusive privilege to open communication across the Isthmus by railroad, carriage road and telegraph line.

A brief review of the history of the enterprise may not be uninteresting. Leaving Cortez, whose explorations demonstrated to him that the twin continents were inseparably united, and who at the same time conceived the idea of a lucrative speculation by means of a carriage road over the Isthmus to supply Spain with spices and other products which he expected to discover in the new regions, and the subsequent expeditions of Diego de Ordaz and Luis Marin, we find that when death claimed these adventurous brave men the project was suffered to remain dormant for upwards of two hundred years: but near the close of the seventeenth century, Dampier made an exploration of the Goatzacoalcos and constructed a chart of the bar, and found in the shallowest part twelve feet of water, and the river navigable for large vessels to Minatitlan a distance of twenty one miles.

In the year 1745 the idea of opening the Tehuantepec route was again revived by some of the intelligent residents of Oaxaca who in a memorial to the viceroy of Mexico set forth the immense advantages that would arise to the Kingdom by making Goatzacoalcos a port of entry, but the merchants located at Vera Cruz and Acapulco had no sooner been apprised of the intention of their neighbors at Oaxaca than they adopted means to prevent the success of the appeal, and in a lengthy document set forth the commercial calamities that would ensue in other parts of Mexico if the project was allowed to be carried out, and the result was that the court of Spain issued an order denouncing the projectors as "Audacious innovators of the established regulations and commerce of the Kingdom and prohibiting them ever again reviving the subject under pain of the royal displeasure."

As early as the year 1820 the name of an American became associated with the project, who showed in a series of articles the feasibility of the plan. This gentleman was William Davis Robinson, an engineer of much ability. Again, in 1824, a commission was appointed jointly by the State

of Vera Cruz and the Federal Government to survey the Isthmus, but on account of intestine feuds existing in Mexico the survey was prevented for a number of years, and it was not until 1842 that, upon the representation of Don Jose de Garay, the Government of Santa Anna conferred upon him an exclusive grant with liberal provisions to construct and operate a line of railroads in connection with river navigation to be operated by steam power from ocean to ocean across the Isthmus of Tehuantepec. So important and valuable was this transit considered by the American Government that it was made a subject for State correspondence between Mr. Buchanan, then Secretary of State, and our commissioner to Mexico, Mr. Trist. Although the Government of Mexico refused at that time to listen to the proposal put forward by our government, yet they subsequently annulled the grant given to Don Jose de Garay. And since that time under the several governments of Mexico no less than three other grants have been given and annulled. "The grant to La Sere is now the only one in existence, and is owned by the Tehuantepec Railway Company, which has settled all outstanding claims relative to this Isthmian transit, whether in law or equity and now enjoys its title in peace."

It is evident that great advantages must result to this country and Mexico by the establishment of a rapid and safe inter-oceanic communication across the Isthmus of Tehuantepec, "the gateway between the Gulf and Pacific Ocean."

But let us glance now at the geographical position of the Isthmus which lies within the territorial limits of the eastern sections of the States of Oaxaca and Vera Cruz. It will be seen that it is the narrowest portion of the Mexican Republic that is washed by the two great seas, and is comprehended between the parallels of latitude 16° 8' and 18° 10' north. Although the coast line on the Mexican Gulf trends almost due east and west for a considerable distance, the boundaries of the Isthmus proper are marked on the east by the entrance to the Laguna of Santa Anna, and on the west by the noble and majestic peaks of Pelon and San Martin. On the Pacific side, which is the portion within the intendency of Oaxaca, the department of Tehuantepec stretches eastwardly to

* The Tehuantepec Railway, its location, features and advantages under the La Sere Grants of 1869. D. APPLETON & CO., New York. 8 vo. pp. 200.

the limits of Tlacolula. These somewhat irregular boundaries comprise an area of very nearly 10,360 square miles, being somewhat larger in extent of territory than the State of Vermont.

The Tehuantepec route is not only shorter in distance, but healthier than the present one across the Isthmus of Panama. The President of the company, Simon Stevens, in the introductory portion of the work, thus refers to the advantages possessed by the Tehuantepec route over that of Panama and Aspinwall:

"At the present day, lines of steamships, American, English, and French, in connection with a railway across the Isthmus of Panama, are maintained and made immensely profitable by the commerce which unites the wealthy and increasing population of the Pacific coast of North and South America with the United States and with Europe. Yet the commerce thus carried on is forced to make a long and circuitous journey, involving unnecessary expenditure both of time and money, and yearly exposing thousands of passengers of all nations to the unwholesome influences of the climate of the Isthmus of Panama.

"No one therefore can doubt that a line of communication across the Isthmus of Tehuantepec, passing through a region, the superior healthiness of which has been attested by repeated surveys, and shortening the distance about 1,500 miles, and the time of transit between New York and San Francisco no less than six or seven days, must speedily draw to itself the greater portion of the great interoceanic trade, and become, in fact, the highway from Europe and Atlantic America to the States of the Pacific, to South America, to the Islands of the Southern Sea, and the older continents of Asia and of Africa."

By the terms of the charter the company agree to make the necessary and proper surveys within eighteen months from the date of the grant, and commence the construction of the railroad and telegraph line within six months after the completion of the survey. The carriage road, it is stipulated, shall be commenced at the same time as the railroad, and shall be completed to the satisfaction of the Government within one year and a half. Of the unclaimed lands that may exist, the Government gives to the company the strip that it may require for the line of the roads, and besides this, the half of the unclaimed lands, which may be found within a lateral league, on each side of the railroad only, through the whole length of its line. Lands and material are ceded to the company for the construction of wharves and the erection of suitable buildings. Light houses are to be built at the expense of the company, but are to belong, and be subject to, the control of the Government. The right is conceded to the company to collect postages, and transit fees, wharfage, storage, and any other fees for freight on merchandise, transportation of passengers, and transmission of telegrams; but the tariff which the company may establish for the sum total of all its fees, wharfage alone excepted, will not exceed fifty cents per league for each passenger, three cents per league for each arroba (25 lbs.) of merchandise, and one per cent. on the value of precious metals and jewels, this assignment being understood to be for the whole transit of the route by land and water, and ten cents for each word of the telegrams.

The company agrees to carry the mails free, and Government property at half rates. The capital of the company is \$18,000,000.

ESTIMATED COST OF THE ROAD.

Wagon road from Minatitlan via Jaltepec crossing at Hargousana to Ventosa, complete, 208 miles.....	\$160,000
Passenger and freight house at Hargousana or Jaltepec crossing, including machine shop, fixtures and machinery for the whole road.....	120,000
Passenger and freight houses and light repair shops at Ventosa and Minatitlan	120,000
Wood and water stations.....	18,000
Clearing, grading, bridging, and preparation of road bed complete from Minatitlan to Ventosa, 162 miles....	5,948,000
For one mile of superstructure (iron imported free of duty).....	8,500
172 miles of track including 10 miles of turnouts complete.....	1,462,000

EQUIPMENT.

8 freight engines, 80 tons each.....	\$14,000	\$112,000
6 passen. engines, 20 tons each.....	12,000	72,000
14 passenger cars.....	4,000	56,000
10 passenger and baggage, 2d class.....	3,500	35,000
120 freight cars, open and box..	900	108,000
35 repair cars of all kinds.....		12,000

This equipment, according to Col. Julius W. Adams, the Engineer, will suffice to open the road with a capacity for 100,000 passengers, and 100,000 tons of freight yearly.

Recapitulation of cost of opening passenger and freight traffic from the Gulf of Mexico to the Pacific Ocean.

Auxiliary wagon road Minatitlan to Ventosa.....	\$160,000
Railroad fixtures at Jaltepec, Ventosa, Minatitlan and line of railroad.....	258,000
Grading, bridging, and preparation of road bed, Minatitlan to Ventosa, 162 miles.....	5,948,000
Superstructure, 172 miles.....	1,462,000
Engineering and superintendence.....	600,000
Equipments.....	395,000

Total estimated in U. S. currency, \$8,823,000

Part second is comprised of Historical and Geographical notes from 1453 to 1869.—By Henry Stevens, G. M. B. F. S. A., etc. Besides this we are favored with well written articles on the "Topography of the Isthmus, its inhabitants, climate, harbors, geology and mineralogy, timber and vegetable productions, animals, the several towns, productive industry, sources of revenue, etc." On the whole the work will repay perusal. It is amply illustrated by maps and drawings. The charter is printed in both Spanish and English. The typography is also of great beauty, and well worthy the house of Baker & Godwin.

The Locomotive Business.

The Paterson Locomotive Works have not been busier than they are now since the war, although their profits are very small compared with what they once were. All three establishments are driving ahead with full complements of workmen, employing somewhere near two thousand in all. The number of locomotives turned out is simply enormous. Four engines have been sent of by the Rogers Works alone in the last two days; to-day two were sent off—one from the Danforth Works for the Rockport, Rock Island and St. Louis Railroad, and another from the Grant Works for the Chicago, Rock Island and Pacific Railroad. Six engines in three days is big work. During the first six months of this year the Grant Works turned out fifty-two engines,

and the other two establishments built about one hundred and ten, so that Paterson is now turning out engines at the rate of three hundred and twenty a year, or more than one a day for every working day in the year. That this figure will be reached this year is morally certain.—*Paterson (N. J.) Press.*

Virginia State Debt.

The following directions in relation to the payment of the interest on the debt of Virginia has been issued by United States Paymaster Stanton, now acting Auditor of Public Accounts in Virginia:

RICHMOND, Va., July 31st, 1869.

Brevet Major S. A. Porter, United States Army, Second Auditor of Virginia:—

SIR—The General Commanding directs the payment of one per cent. of the semi-annual interest due January 1, 1869, on the public debt of the State of Virginia, and prescribes the following rules to govern the payment thereof:—One-half of the interest due January 1, 1869, on the coupon and registered debt of the State of Virginia, exclusive of the funded debt, under the provisions of the acts of the General Assembly of March 21, and April 23, 1867, will be paid upon proper application at the office of the Second Auditor on and after August 10, 1869. In the case of registered stock this amount, which is one per cent. on the principal, will be paid by warrant on the State Treasurer, and the balance placed to the credit of the holder of the stock certificate in the usual form, certificates being given thereof when desired. For the payment of coupons bearing date January 1, 1869, a warrant will be given for payment of one-third of the face value and for the issue of two new coupons for each one surrendered, one to be in usual form for the one per cent, for which payment is not provided by law, and the other to be a red coupon, showing on its face that it issued for balance of the interest due January 1, 1869. The semi-annual dividends due January 1, 1869, on the stock of the old James River Company, in the hands of private individuals, will be included in the above payments, but will not include any arrearages of interest thereon. The necessary funds to carry out these instructions will be furnished you upon application to this office.

T. H. STANTON,

U. S. Army, Auditor of Public Accounts.

Louisiana and Missouri R. R.

The Louisiana and Missouri Railroad, now being built, starts from the town of Louisiana, Pike County, Missouri, on the Mississippi River, as its Eastern terminus, intersects the North Missouri Road at Mexico, Audrian County; passing through Boone County, crosses the Missouri River at Glasgow, Howard County, and thence continues westwardly through Saline, Lafayette, and Jackson Counties to Kansas City, its Western terminus. The main line to Mexico, and the branch to Jefferson City, 100 miles in all, are under contract, and the work is in progress, to be completed in May, 1870; while surveys are making of the balance of the line to Kansas City, with a view to putting the whole under contract by the 1st of August. The distance to be traversed by the line of rail between this place and Louisiana will be about 200 miles. The authorized capital of the Company is \$10,000,000. The stock of the Company has been subscribed for by the counties along the line (including individual and municipal subscriptions) to the amount of about \$2,750,000, (11,000 a mile), as follows: Pike, \$300,000; Audrian, \$275,-

000 (\$75,000 to the Jefferson City Branch); Boone, \$50,000; Howard, \$400,000; Saline, \$500,000; Lafayette, \$500,000; Jackson, \$250,000; Calloway, \$500,000; Jefferson City, \$250,000.—*Kansas City Journal*, July 23.

The Income Tax

HOW IT EFFECTS CORPORATE SOCIETIES.

The Commissioner of Internal Revenue has decided that the Shaker community at New Lebanon, Montgomery County, Ohio, is such a "person" as is required to pay a tax upon annual gains, profits and incomes, and that it is entitled to only one exemption of \$1,000. This, so far as the exemption is concerned, is a reversal of the previous ruling of the office, under which there was allowed an exemption of each and every covenanting male member of the society; and so far as the rest is concerned, it is a reversal of the ruling that the word "person," as used in section 116 of the Internal Revenue laws, applies to natural persons only, and in no case to what are known in law as artificial ones. The decision of Commissioner DELANO is one affecting not only the interests of the Shaker community of Ohio, but corporate societies throughout the United States whose income is indivisible, according to the objects of their organization or the terms of their charter. The opinion of the Commissioner covers twenty-five pages of letter paper closely written. It is an exhaustive review of the whole question, and will undoubtedly take many by surprise, since it is a subject that has never been discussed. The previous rulings of the Department were supposed to be final, but the State Supreme Court of Ohio has recently decided against the very claim of the Shaker Community, and upon which the opinion of the Commissioner is based. According to the laws of Ohio, whenever a majority of persons residing in a county desire the construction of a turnpike, the County Commissioner is authorized to do the work. It appears that certain residents of New Lebanon petitioned for the construction of a road through the grounds of the Shaker settlement, and to defeat the petition each of the members of the Community signed a remonstrance against it. The question was then raised whether the individual members had a right to sign the remonstrance, as they were not freeholders, and could not claim any share in the property of the Community, everything being held in common. The State Supreme Court of Ohio decided that the Community was clearly within the meaning of what is known as an "artificial person," and therefore entitled to but one representative. In making annual returns they have been represented by one PETER BOYD, who reported their income for 1868 at \$59,296 72, and the amount of their exemption at \$80,063 57. This included \$46,000, the exemption claimed by the forty-six covenanting male members of the Society. According to section forty-four of the Internal Revenue laws it provides: "And any word or words in any and all parts of this act, and of all acts to which this act is additional, indicating or referring to person or persons, shall be taken to include partnerships, firms, associations, bodies corporate or politic, or any other party whatsoever, when not otherwise designated or manifestly incompatible with the intent thereof." The Commissioner maintains that the Shaker Society is in this sense an artificial person, and the only one who can claim exemption is the representative of the Society. The same ruling will also apply, it is presumed, to all com-

munities holding property in common, as well as to all corporate bodies, whose annual income exceeds the amount exempted by law. These are a large number, and prominent among those mentioned are the Trinity Church Corporation in New York and the Board of Trustees of Harvard College.

Improvement of South Boston Flats.

The negotiations of the Boston Wharf Company, the Boston, Hartford and Erie Railroad Company, and the Commonwealth, were consummated yesterday, when the papers were executed, all of which are on record at the Registry of Deeds. This is the initiatory step to the improvement of the South Boston flats and the creation of a new territory which will prove of great value to the city and profitable to the Commonwealth. Its main advantage, however, will be the additional accommodation which it will afford to our railroads, and the new water front which will be created will promote the commercial facilities of the city.

In accordance with an act passed at the recent session of the Legislature, the Boston, Hartford and Erie Railroad Company was authorized to issue bonds to the amount of twelve hundred thousand dollars to pay for land and flats, by or for it, of the Boston Wharf Company, and said bonds may be secured by a mortgage of the premises so purchased. The Governor and Council yesterday gave their consent to the issue of the amount of bonds in payment of land conveyed by the Boston Wharf Company to the Boston, Hartford and Erie Railroad Company.

The Commonwealth has sold to the same company flats to the amount of \$545,505, and, in accordance with the provisions of Chapter 540 of the General Laws of 1869, the Governor and Council have perfected an agreement in regard to the filling of the same, and the erection of sea wall around them. Great care has been taken to perfect the security provided for by the act.—*Boston Journal*, July 27.

Transportation of Goods in Bond.

It appearing by a report received from special agent D. G. Lobdell that the restrictions contained in the ninety-ninth article of revised warehouse regulations of October 30, 1868, requiring cars, vessels and boats to contain "no other goods" except such as are in bond, tend to embarrass and prohibit the transaction of the legitimate business of transportation companies in the use of railroad cars, steamboats and other vessels; and further, that the cording and sealing of packages of merchandise, where carried under proper manifest from place of shipment to a port or place of destination under customs locks or seals, occasions delay and unnecessary expense. The said article 99 of the regulations referred to is hereby amended so as to read as follows:—

ARTICLE 99. The cars, vessels or boats upon which merchandise is laden must be secured and sealed, or locked, in the same manner as cars conveying goods coastwise across foreign territory, and they must pass through by a continuous route from the port of importation to the port of exportation without delay and without being opened. When dutiable merchandise is transported in bond over a bonded route, such merchandise must be corded and sealed or branded and sealed and marked or labelled, as provided in articles 58 and 92 of revised warehouse regulations of October 30, 1868, and in additional regulations of February 16, 1869, unless the transportation be made

by a continuous route, without change of car or vessel, under customs locks or seal from the place of shipment to the port or place of destination; so that if dutiable merchandise in bond is to be carried from the port of shipment to the port of destination in cars or vessels under customs locks or seals, by a continuous route, without opening or change of cars or vessels, the cording and sealing of packages will not be required.

GEORGE S. BOUTWELL,

Secretary of the Treasury.

New Jersey Western R. R.

The New Jersey Western Railroad Company, which is authorized to construct a Railroad from Jersey City, or some other point on the Hudson River, running westwardly across the State, through Bergen, Morris, and Sussex counties, to any point on the Delaware River, in the latter county, and also to construct branches in either direction from the main line, have now a force of about 1,300 men at work between Paterson and Bloomingdale, a distance of 15 miles, which portion of the line it is expected will be completed in October. The company are now prospecting a route from Bloomingdale west, passing through Sussex county to the Delaware river at a point nearly opposite Milford, Pa., where it branches off northerly to form another connection with the Erie at Port Jervis, and southerly to the coal mines at Scranton, Pa. It is understood that the Erie Railway Company are co-operating with this company in putting the road through from Paterson to Port Jervis, with the intention of using it for a through passenger route, and devoting the Eastern Division of the Erie principally to the transportation of freight, as there is a saving of a distance of 24 miles between New York and Port Jervis by the proposed route.

Adjustable Gauge Cars.

At Point St. Charles, on the line of the Grand Trunk Railway, takes place the shifting of the adjustable cars which run between Milwaukee and Boston. The Northern line of railways between Boston and Montreal have the narrow gauge, while the Grand Trunk has the broad gauge. A shed built over the track protects the workmen who do the shifting, from rain and snow. A pit, about four feet deep, has been excavated between the rails, in which the workman, with hammer and wrench takes his position. The track at the western end of the building is of the broad gauge, but gradually diminishes to the narrow gauge at the eastern entrance. Each wheel on the right side of the car, instead of being immovably fixed on the axle, by the unscrewing of a nut and loosening of a bolt, may be moved in upon the axle. It is but the work of a moment for a mechanic in the pit beneath the car to unscrew the nuts, and then the train, being slowly backed by the engine, the right hand wheels of each car are gradually crowded in by converging rails till they are brought to the narrow gauge. A few turns of the wrench and the wheel is firmly fastened and the car ready to move on to Boston. In changing from the narrow to the broad gauge a third rail crowds the wheel outward to the desired width. It takes about eight minutes to make the change. The cars are owned by a private company, who have several hundred on the line, and are building more to meet the increasing through traffic.

Canadian Pacific Railway.

Mr. J. C. Keefer of Ottawa has been writing a series of letters for the *Montreal Gazette* in advocacy of a Canadian Pacific Railway. Mr. Keefer's project is to extend the Ottawa Railroad right on through the Ottawa Valley, round the head of Lake Superior, through to the Red River, along the Saskatchewan Valley and finally through one of the passes of the Rocky Mountains to the shores of British Columbia. Mr. Keefer without doubt has the interests of Ottawa and Montreal at heart in the great scheme which he advocates. But it would not be difficult to show that the eventual realization of some such scheme as he champions will ere long be found an absolute necessity for the healthful progress of the Dominion.

From the shores of British Columbia on the Pacific to the Eastern boundaries of the Red River territory near the Lake of the Woods such a line of road would pass through a wonderfully rich and beautiful country, capable of sustaining very many millions of people in great comfort. But from the Lake of the Woods toward and around the head of Lake Superior, till a route emerging from the Ottawa Valley be met, the country is hilly and rocky for the most part, though large portions of it are believed to be exceedingly rich in mineral treasures. The Ottawa Valley contains a considerable portion of good land and is splendidly timbered.

It seems that under former legislation involving large land grants in aid, a considerable extension of the railroad might be effected through the Ottawa Valley. Mr. Keefer urges that steps should be at once taken to render this legislation available for the object originally proposed to be furthered by it. Mr. Keefer also thinks that if the Ontario Legislature would unite with the Dominion Parliament in granting a considerable quantity of land along the route which a Canada Pacific Railroad would necessarily take, the project might quickly be launched successfully. He thinks also that the British Government might be induced to aid such a needful and important line of communication as he pleads for.

It seems to us that railroad communication direct between Montreal or Toronto and the Red River settlements is a far greater necessity to the Dominion than a Huron and Ontario Ship Canal or a Georgian Bay and Ottawa Ship Canal. Either of these grand projects would no doubt greatly benefit certain Dominion interests. But those projected canal enterprises fade into insignificance in comparison with the claims of railroad communication all the year round with our grand North West. That being the case, surely it is possible to utilise a certain portion of the unoccupied public lands in Ontario and the North West speedily to press forward the construction of what would prove a most important link in a great Canada Pacific Railroad. Neither the Ontario Government nor the Privy Council of the Dominion can act with too much energy in this pressing matter. Its successful treatment would prove of incalculable advantage to the Dominion.—*St. John News.*

The Brooklyn Bridge.

There is just now, and for the first time made public, a report, by Mr. S. B. B. Nolan, civil engineer, on the late Mr. Roebling's plan of a suspension bridge across the East river. Mr. Nolan is adverse to the plan. He says, first, that the span being 1,600 feet and the height 135 feet the natural sag of the suspension chain would be as one to sixteen; hence in the distance of 1,600 feet of the catenary curve, one in sixteen, would produce a sag of 100 feet, leaving only thirty-five feet for water way. Again, he calculates the height, thickness and depth of foundation of the piers; that the weight of the piers would be 72,603 tons, and the area of each at the base line being 4,660 feet the pressure of the structure on each superficial foot would be 15.58 tons, while the pressure allowed in railroad engineering is from three to four tons per superficial foot.

The weight of the superstructure, without cables, will be 2,675 tons, stretched over a space of 1,600 feet; the leverage strain on the centre will be as one to eight by progression, so that one ton in distance from the abutting point is increased in its gravity to eight tons in the proportion of one foot to eight feet. The set strain at each deflection, says Mr. Nolan, has now caused the Niagara Suspension Bridge to sag four inches from its former constructed catenary curve, the sine line being increased to nine inches at noon, while it was but five before, and this on a span of only 800 feet. He claims that the principle of suspension bridges has been superseded in Europe by the tubular bridge, and he submits a plan of such a bridge, with arches indestructible, of 500 feet span and 200 feet above high water mark.—*N. Y. Herald.*

Mobile and Montgomery Railroad.

The consolidation of the Alabama and Florida and Mobile and Great Northern Railroad Companies having taken effect on the 1st of May, 1868, no reports were made of the operations of those roads at the usual time; and this, the first annual report of the Mobile and Montgomery Railroad Company, is in lieu of the 16th annual report of the former, and the 10th of the latter company. The receipts from operations of the road for the year ending April 30, 1869, were as follows:

From passengers.....	\$165,420 49
" freight.....	216,652 62
" express matter.....	14,867 42
" U. S. mail.....	18,600 00
" government transportation.....	29,000 00
" other sources.....	10,381 26
	\$445,921 79

Expenses, viz.:

Conducting transportation.....	\$97,061 22
Maintenance of way.....	106,732 06
" cars.....	30,731 22
Motive power.....	80,044 80
Steamboat and ferry.....	29,525 58
Government taxes.....	4,021 44
	348,116 32

Leaving net..... **\$97,805 47**
—a fraction under 22 per cent. of the gross receipts. The president in his report says:

By the action of the stockholders of the Alabama and Florida Railroad Co., on the 10th of March, 1868, and of the stockholders of the Mobile and Great Northern Railroad Co., on the 13th and 14th of March, 1868, the consolidation of the two companies was agreed upon; and it was deemed advisable to begin with as little delay as possible to work them under one organization, which was therefore commenced on the 1st of May, 1868.

The consolidation was legalized by an act of the legislature of Alabama, approved August 5th, 1868, and in accordance with the provisions of the act, due notice was given, and the name of the Mobile and Montgomery Railroad Co. adopted on the 1st of October, 1868.

The receipts of the road from the 1st of May, 1868, up to the 30th April, 1869, were \$445,921 79; and the expenses, \$348,116 32—leaving a net income of \$97,805 47; which is a much more favorable result than could have been expected. The outfit was inadequate to meet the demands on the road for transportation, and the Board was not warranted in contracting new debts until it could be ascertained whether the creditors of the old companies would accept the terms offered. Upon the success of the plan of consolidation depended the existence of the new company, and no progress could be made in arranging the debts of the Alabama and Florida Railroad Co. and the M. and G. N. with the preferred stock and bonds of the new company, as proposed, until authority could be obtained by an act of the Legislature, to

issue such stock and bonds, and but little could be done until after the first day of October. To fully submit for your information what has been done, it will be necessary to report the condition of the two companies, as shown by their books on the 1st of May, 1868, and what is their condition now under the name of the Mobile and Montgomery Railroad Company.

On the 1st day of May, 1868, the debts of the two companies were as follows:

Alabama and Florida Railroad Company:	
First mortgage bonds.....	\$300,000
Estimated unpaid interest.....	85,000
	\$385,000
Bonds endorsed by directors..	\$83,000
Estimated unpaid interest.....	32,000
	115,000
Second mortgage bonds.....	\$550,000
Third mortgage bonds.....	300,000
Income bonds.....	304,000
Estimated unpaid interest.....	200,000
	1,354,000
Floating debt.....	375,000
	\$2,229,000

Mobile and Great Northern R. R. Co.:	
First mortgage bonds.....	\$38,000
Floating debt.....	160,000
Debt of City of Mobile.....	536,000
	734,000
	\$2,963,000

Of which \$2,427,000 was bearing 8 per cent. per annum interest, and requiring a net income of \$194,160 to meet it.

In settlement of the various classes of the debts of both companies, there has been issued \$1,738,700 of Preferred Stock, and \$109,000 of First Mortgage Bonds. The Preferred Stock is conditioned to pay eight per cent. per annum, provided it is made in the current year over and above all expenses and interest, but not otherwise; or, in other words, all that is made in any current year, over and above expenses and interest, will be paid to the Preferred Stock, until it pays 8 per cent., and any surplus in any one year, after paying 8 per cent. to the Preferred Stock, goes to the common stock, but there is no accumulation of interest on the Preferred Stock.

The debts now outstanding of every class, and in the names of the several companies, are as follows:

In name of Ala. & Fla. R. R. Co.:	
First mortgage bonds and interest.....	\$385,000 00
Floating debt.....	14,510 57
Endorsed bonds and interest.....	115,000 00
Second and third mortgage and income bonds.....	94,800 00
	\$609,310 57

In name of Mobile & G. N. R. R. Co.:	
First mortgage bonds.....	\$38,000 00
Floating debt.....	34,039 16
	72,039 16

In name of Mobile & Mont. R. R. Co.:	
First mortgage bonds.....	\$109,000 00
Floating debt.....	213,673 18
	322,673 18
	\$1,004,022 91

From this deduct the second and third mortgage and income bonds of the Ala. and Fla. R. R. Co., outstanding, for which preferred stock will be given..... **94,800 00**

And you have the sum of..... **\$909,222 91** as the interest-paying debt of the company on the first of May, 1869, against \$2,427,000 on the first of May, 1868.

Of the debt outstanding of \$909,222 91, there is in the new mortgage bonds having 20 years to run, the sum of \$109,000. Leaving yet to be arranged \$800,222 91.

Our means to do so, are the new first mortgage

8 per cent. bonds for \$1,141,000, remaining on hand of the issue of \$1,250,000.

The first debts to be arranged are the First Mortgage Bonds of the Alabama and Florida and Mobile and Great Northern Railroad Companies.

The First Mortgage Bonds of the Mobile and Great Northern Railroad Co., which were originally issued for \$200,000, are all in the possession of the company, with the exception of \$38,000; these are nearly all held by parties who are known to the Board, and who will not dispose of, but hold them, to be settled by the company.

The First Mortgage Bonds of the Alabama and Florida Railroad Co. were issued in 1857, for \$800,000. They were guaranteed by the Atlanta and West Point, and Montgomery and West Point Railroad Companies, and became due in 1867. Since that time \$290,000 of these bonds have been taken up by the endorsing companies, and with the past due interest, now amount to about \$375,000. They are held by the Hon. John P. King, of Augusta, Ga., as trustee for the two companies. A satisfactory arrangement has been made with him, by which we are only required to pay by the first of July \$50,000, and to pay on the first of July and January of each year, until the first of January, 1873, interest on the remaining \$325,000, by which time the principal of the debt must be paid. This enables us to retain on hand that portion of our new mortgage bonds set apart for the payment of this debt, and to exercise our discretion as to the time of sale.

It will require, to provide for the cash obligations of the company between this and the first of December next, and to meet extraordinary expenses, as follows:

To pay John P. King, trustee, on account of the first mortgage debt of the Ala. & Fla. R. R. Co.	\$50,000
To pay the first mortgage bonds of the Mobile & G. N. R. R. Co.	38,000
To provide for Floating Debt.	200,000
To provide for increase of outfit and repair of road.	100,000

Making the sum required\$388,000

And which we hope to be enabled to do by sale of a sufficient amount of the first mortgage bonds. If we can succeed in doing so, the company will be entirely clear of a very large portion of the floating debt. The first mortgage debt of both the old companies will have been satisfactorily arranged, and the only debt remaining unsettled will be the bonds of the Alabama and Florida Railroad Co., endorsed by the Directors of that company, and which now amount, with past due interest, to about \$115,000, and which we feel confident can be settled on very satisfactory terms.

The ready acquiescence of the holders of the second and third mortgage and income bonds of the Alabama and Florida Railroad Co. in the plan proposed for relieving the company from its hopelessly embarrassed condition, has been very gratifying, and we hope by the close of the coming Railroad year they will be remunerated by dividends on their stock. It was the only plan by which the creditors of that class could save any thing, or the interest of the old stockholders of the road be preserved. A past due interest debt of upwards of \$200,000, and its accumulation at the rate of about the same sum annually, would have forced the sale of the road and property of the Alabama and Florida Railroad Co. to pay the first mortgage and endorsed bond debt, amounting, with interest, to upwards of \$500,000, and have left but very little for any other class of creditors.

The total receipts for the past year have not been as large as was expected at the opening of the railroad year; indeed, they have been smaller in amount than in any year since the first opening of the line. The very short crop of cotton, showing a movement of 25,027 bales less on the road than in the previous year, will account to some extent for the decrease in receipts; but even with so large a decrease in the gross income, the net savings have been sufficient to provide for the

payment of interest on the present debt of the company.

Considering the consolidation as nearly perfected, and the financial affairs of the company being now in a manageable condition, steps will be at once taken to thoroughly repair the road and increase its outfit.

The credit of the entire line has been improved, and we now enter upon a new railroad year in a condition which we hope will enable the Board to improve every department of the road, before its close.

The future of the company, we think, is very encouraging. The speedy completion of the South and North Alabama Railroad from Montgomery to Decatur is placed beyond all doubt, and the opening of it to Lime Kiln, on the Selma, Rome and Dalton road, may be relied on as early as April, 1870. Some increase of business on your road, we hope, may come from the Western Railroad, connecting Montgomery with Selma, to be completed within this year, and if any road in Alabama pays a dividend to its stockholders, yours must, for it now has a smaller debt per mile on it, (only about \$7,500,) than any other road in the State, and with only a gross income of \$750,000, and expense of \$400,000, a net income would be left of \$350,000, which would pay interest upon the debt \$100,000, and a dividend of 8 per cent. upon both preferred and common stock.

The company have 21 locomotives, of which 9 are in good order, 6 in running order, 4 in shops for repairs, and 2 waiting general repairs. Four have been contracted for to be delivered in September. The rolling stock consists of 6 first class and 5 second class passenger, 3 baggage, 3 express, 101 box, 47 platform, 6 ditching, and 31 pole and hand cars. Ten more box cars are in process of construction, to be delivered very soon. About 75 freight cars should be purchased before the Fall trade commences. At least 60,000 cross ties are required to cover depreciation.

The following is a consolidated statement of the condition of the Mobile and Montgomery, Alabama and Florida, and Mobile and Great Northern Railroad Companies, May 1, 1869:

LIABILITIES.

Preferred 8 per ct. capital stock of Mobile and Montgomery R.R. Co.	\$1,738,700 00
Common capital stock in name of Mobile and Montgomery R.R. Company	\$1,020,800 00
Alabama and Florida R. R. Co.	179,700 00
Mobile and Gt. Northern R. R. Co.	71,300 00
	1,271,800 00
Debts due in name of M. & G. N. R. R. Co.—	
First mortgage bonds	\$38,000 00
Floating debt	34,039 16
	72,039 16
Debts due in name of M. & M. R. R. Co.—	
First mortgage bonds	\$109,000 00
Bills payable	157,583 54
Floating debt	\$85,674 89, less \$29,585 25 due M. & M. R. R. Co. on open account
	56,089 64
	322,673 10
Debts due in name of Ala. & Fla. R. R. Co.—	
First mort. bonds and interest	\$385,000 00
Endorsed bonds and interest	115,000 00
Second mortgage bonds	40,500 00
Third mortgage bonds	46,000 00
Income bonds	8,300 00
Floating debt	14,510 57
	609,310 57
Total	\$4,014,522 91

ASSETS.

Cost of 164 miles road bed, and all appurtenances thereto, from Montgomery, Alabama, to Texas	\$3,429,717 89
196 passenger and freight cars	141,087 99
Car factory, materials, tools, &c.	18,984 28
21 locomotives	214,000 00
Machine shop, materials, tools, &c.	45,461 98
Depot buildings, machine shops, section houses, etc.	99,201 40
Machine and car shop supplies on hand	5,002 00
Roadway materials on hand	10,371 00
Steamer Sumter	11,000 00
Steamer St. Elmo	31,789 86
Cash on hand	8,557 41
Total	\$4,014,522 91

President.—CHARLES T. POLLARD.

Vice President.—L. M. WILSON.

Directors.—Charles T. Pollard, George Goldthwaite, John W. Durr, Walter H. Crenshaw, Wm. A. Ashley, Wm. D. Dunn, L. M. Wilson, I. M. Muldon, John Reid, Jr.

Eng. and Gen'l Supt.—G. JORDAN.

Secretary & Treasurer.—J. J. BEASLEY.

Quincy and Nebraska Railroad.

To the Editor of the Railroad Journal.

SIR—I have just read in your paper that the Common Council of Quincy, Illinois, have voted \$250,000 to the above Railroad.

This same city of Quincy, Illinois, has formerly assisted many of its railroads with its bonds, and its own wealth and prosperity has been largely increased thereby, but it is well known that for many years it has been ungrateful enough to forget to pay the interests on such bonds.

To "be just before you are generous," is a maxim quite out of fashion in that city, and it behooves all capitalists to bear that in mind.

P.

LONDON, July 23, 1869.

Pittsburg, Mt. Vernon, Columbus and London Railroad.

At a meeting of the stockholders of this company at Orrville, Ohio, on the 27th ult., the following gentlemen were elected directors: Wm. M. Orr, J. Harpster, R. C. Hurd, G. A. Jones, Samuel Israel, Charles Cooper and Thomas D. Messler. At a subsequent meeting of the directors, R. C. Hurd, of Mt. Vernon, Ohio, was elected President. We are informed that the "amount of stock required along the line of the road is nearly all subscribed, and the new company feels quite confident of perfect success. The completion of this connecting link from Millersburg to London will open up a new route from Pittsburg and Cleveland to Columbus and Cincinnati, through the great coal and mineral fields of Wayne, Holmes and Knox Counties."

The Commissioner of Internal Revenue has decided that where persons purchase old rails, re-roll them and then sell them to railroad companies, they are to all intents and purposes manufacturers of new rails, and as such liable to the special tax of two dollars upon all such sales in excess of \$1,250 per quarter, under section four of the act of March 31, 1868.

The Indianapolis Journal says it is proposed to extend the Indianapolis and Peru Railroad to Angola, the county seat of Steuben County. The distance from Peru to Angola is estimated to be about eighty miles on a direct line, through the counties of Miami, Wabash, Whitley, Noble, DeKalb and Steuben.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....	100	1,774,824	J. & J. Jul '69	Hartford and New Haven.....	100	3,300,000	J. & J. Jul '69	Port, Saco & Portsmouth.....	100	1,500,000	J. & D. Jun '69
American Central.....	100	1,800,000	J. & J. Jul '69	Bannibal and St. Joseph.....	100	1,900,000	J. & J. Jul '69	Providence & Worcester.....	100	1,800,000	J. & J. Jul '69
Atlanta and West Point.....	100	1,225,200	J. & J. Jul '69	Do. do.....	100	6,238,830	J. & J. Jul '69	Raleigh and Gaston.....	100	2,400,000	A. & O. Oct '69
Atlantic & N. Carolina.....	100	5,445,225	J. & J. Jul '69	Do. do.....	100	116,850	M. & N. May '69	Renassela and Saratoga.....	100	2,400,000	A. & O. Oct '69
Atlantic & Gt. Western.....	100	25,879,923	J. & J. Jul '69	Hanover Branch, Pa.....	100	820,000	J. & J. Jul '69	Richmond and Danville.....	100	2,000,000	J. & J. Jul '69
Atlantic & St. Lawrence.....	100	1,919,000	J. & J. Jul '69	Houston.....	100	1,180,000	J. & J. Jul '69	Richmond and Petersburg.....	100	1,041,800	J. & J. Jul '69
Augusta and Savannah.....	100	2,494,900	J. & J. Jul '69	Hudson River.....	100	13,997,000	A. & O. Apr '69	Rockport.....	100	88,400	J. & J. Nov '69
Baltimore and Ohio.....	100	733,700	J. & J. Jul '69	Huntingdon & P'd Top.....	100	494,830	J. & J. Apr '69	Rome, Watert. and O'g'n.....	100	2,400,000	J. & J. Jul '69
Do. Washington Br.....	100	16,155,862	A. & O. Apr '69	Illinois Central.....	100	190,750	J. & J. Jan '69	Rutland preferred.....	100	2,300,000	F. & A. Feb '69
Baltimore City Passenger.....	100	3,560,000	F. & A. Aug '69	Indianapolis, Cin. & Lafayette.....	100	23,415,780	F. & A. Sep '69	St. L. Alt. and T. Haute.....	100	2,400,000	Annual June '69
Bay de Noquet & Marq.....	100	870,000	F. & A. Aug '69	Jefferson, Mad. & Ind.....	100	6,185,897	M. & S. Sep '69	St. L. Jack'nv. and Chic'o.....	100	1,469,429	M. & N. May '69
Belleville Line.....	100	1,260,000	F. & A. Feb '69	Joliet and Chicago.....	100	2,000,000	J. & J. Jan '69	Sanquary and Cincinnati.....	100	2,083,000	M. & N. May '69
Belted Delaware.....	100	4,420,000	F. & A. Feb '69	Joliet & North Indiana.....	100	1,600,000	J. & J. Apr '69	Sandusky and Newark.....	100	901,241	J. & J. Jan '69
Berkshire.....	100	900,250	J. & J. Jan '69	Lake Shore & Mich. So.....	100	800,000	F. & A. Aug '69	Savannah and Charleston.....	100	1,000,000	J. & J. Jan '69
Blossburg & Corning.....	100	13,725,100	J. & J. Jul '69	Lackawanna & Bloomsb.....	100	533,500	F. & A. Aug '69	Schuykill and Esqueh'ha.....	100	1,289,150	J. & J. Jan '69
Boston and Albany.....	100	110,000	J. & J. Jul '69	Leeds and Farmington.....	100	1,330,000	J. & J. July '69	Second and Third St. (Ph.).....	100	203,757	J. & J. Jan '69
Boston and Chelsea.....	100	110,000	A. & O. Apr '69	Lehigh and Mahanoy.....	100	2,158,665	J. & J. Jan '69	Schuykill Valley.....	100	576,050	J. & J. Jan '69
Boston, Concord & Mont.....	100	459,400	M. & N. May '69	Lehigh and Susquehanna.....	100	8,733,800	M. & N. M'y '69	Seaboard and Roanoke.....	100	868,200	A. & O. Oct '69
Do. do.....	100	1,340,400	M. & N. May '69	Lehigh Valley.....	100	10,731,400	J. & J. July '69	Second Avenue (N. Y.).....	100	670,000	F. & A. Feb '69
Boston and Lowell.....	100	1,891,500	J. & D. Jun '69	Lehigh Luzerne.....	100	344,650	J. & J. Jan '69	Shamokin V. and Pottav.....	100	869,450	J. & J. Jan '69
Boston and Maine.....	100	4,076,974	J. & J. July '69	Lexington & Frankfort.....	100	514,646	J. & J. Jan '69	Shore Line.....	100	636,200	J. & J. Nov '69
Boston and Providence.....	100	3,380,000	J. & J. July '69	Little Miami.....	100	3,572,400	J. & D. Jun '69	Sixth Avenue (N. Y.).....	100	760,000	M. & N. May '69
Broadway (South Boston).....	100	3,240,000	J. & J. July '69	Little Schuylkill.....	100	1,804,397	J. & J. Jun '69	Somerville.....	100	75,000	M. & N. May '69
Broadway & 7th Av. (N. Y.).....	100	2,100,000	F. & A. Jun '69	Lomb. & South St. (Ph.).....	100	2,046,100	J. & J. Jun '69	South Carolina.....	100	6,812,275	J. & J. Jul '69
Brooklyn City.....	100	1,000,000	F. & A. M. & N. May '69	Long Island.....	100	80,000	F. & A. Aug '69	South Western, Georgia.....	100	8,203,400	F. & A. Aug '69
Brooklyn City & Newt'n.....	100	899,800	F. & A. M. & N. May '69	Long Branch & Sea Shore.....	100	86,194	J. & J. N'y '69	Staten Island.....	100	600,000	J. & J. Jul '69
Buffalo, Bradford & Pitts.....	100	1,100,000	M. & N. M'y '69	Louis, Cin. and Lex. pr.....	100	211,122	J. & J. N'y '69	Stony Brook.....	100	287,300	M. & N. May '69
Buff, New York & Erie.....	100	5,600,000	M. & N. M'y '69	Louisville and Frankfort.....	100	1,109,594	J. & J. Jan '69	Steuensville and Indiana.....	100	1,893,141	J. & J. May '69
Buffalo and Erie.....	100	777,800	F. & A. Aug '69	Louisville and Nashville.....	100	7,869,186	F. & A. Feb '69	Stockbridge & Pittsfield.....	100	448,700	F. & A. Aug '69
Cambridge Horse (Boston).....	100	7,921,412	F. & A. Apr '69	Louisville and Nashville.....	100	2,800,000	A. & O. Apr '69	Summit Branch.....	100	250,000	F. & A. Aug '69
Camden and Ansony.....	100	600,000	J. & J. July '69	Louis, N. Alb. & Chicago.....	100	200,000	J. & J. June '69	Syr. Bingham. and N. Y. 100	1,314,130	J. & J. July '69	
Camden and Atlantic, pref.....	100	331,000	J. & J. July '69	Macdon and Lawrence.....	100	2,000,000	J. & J. June '69	Taunton Branch.....	100	250,000	J. & J. July '69
Camden & Burlington Co.....	100	721,926	J. & J. July '69	Mahanoy & Bd Mount n.....	100	1,676,915	M. & N. May '69	Tennessee and Alabama.....	100	696,922	J. & J. July '69
Cape May and Millville.....	100	447,000	J. & D. Jun '69	Maine Central.....	100	1,000,800	M. & S. Sep '69	Terre Haute and Indiana.....	100	1,883,150	J. & J. July '69
Catawissa.....	100	1,160,000	M. & N. M'y '69	Manchester & Lawrence.....	100	1,000,800	M. & S. Sep '69	Third Avenue (N. Y.).....	100	1,750,000	J. & J. Jul '69
Catawissa, pref.....	100	2,200,000	M. & N. M'y '69	Maritta & Cincinnati.....	100	3,618,374	M. & S. Sep '69	Thirteenth and Fif. (Ph.).....	100	2,100,000	J. & J. Jul '69
Cayuga & Susquehanna.....	100	589,110	J. & J. Jul '69	Maritta & Cincinnati.....	100	6,586,135	M. & S. Sep '69	Tol. Peoria and Warsaw.....	100	1,700,000	J. & J. Jul '69
Cedar Rapids & Mo. pref.....	100	765,000	M. & N. M'y '69	Memphis and Charleston.....	100	4,081,744	M. & S. Mar '69	Tol. Peoria and Warsaw.....	100	1,700,000	J. & J. Jul '69
Central of Georgia.....	100	4,966,300	J. & J. July '69	Memphis and Charleston.....	100	5,312,725	M. & S. Mar '69	Tol. Peoria and Warsaw.....	100	1,700,000	J. & J. Jul '69
Central of New Jersey.....	100	13,768,800	J. & J. Dec '69	Metropolitan (Boston).....	100	570,000	J. & J. Jul '69	Tol. Peoria and Warsaw.....	100	1,700,000	J. & J. Jul '69
Central Ohio.....	100	2,900,000	J. & J. Dec '69	Michigan Central.....	100	1,250,000	J. & J. Jul '69	Tol. Peoria and Warsaw.....	100	1,700,000	J. & J. Jul '69
Do. do.....	100	400,000	J. & D. Oct '69	Middlesex (Boston).....	100	9,325,102	J. & J. Jul '69	Tol. Peoria and Warsaw.....	100	1,700,000	J. & J. Jul '69
Con. Park, N. & E. River.....	100	970,000	J. & J. Oct '69	Midlesex (Boston).....	100	100,000	J. & J. Jul '69	Tol. Peoria and Warsaw.....	100	1,700,000	J. & J. Jul '69
Chemung.....	100	880,000	J. & J. July '69	Mill Creek and Mineh'la.....	100	323,375	J. & J. Jan '69	Troy and Boston.....	100	607,111	J. & D. Jun '69
Chesapeake, preferred.....	100	2,017,825	M. & S. Mar '69	Millville and Glassboro.....	100	405,020	F. & A. Aug '69	Troy and Greenbush.....	100	274,400	J. & D. Jun '69
Chicago and Alton.....	100	5,141,800	M. & S. Mar '69	Milw. & Prairie du Chien.....	100	405,020	F. & A. Aug '69	Union Transport'n (Box.).....	100	200,000	J. & J. Jul '69
Chicago, Burl. & Quincy.....	100	12,500,000	M. & S. M. '69	Milw. & St. Paul.....	100	7,151,069	J. & J. N'y '69	Union (Phila.).....	100	291,476	J. & J. Jul '69
Chicago, Iowa & Nebraska.....	100	2,900,000	J. & J. July '69	Milw. & St. Paul.....	100	8,158,272	J. & J. Do. '69	Utica and Black River.....	100	834,400	J. & J. Jan '69
Chicago and Milwaukee.....	100	2,227,000	J. & J. July '69	M. Hill & Schuylk. Haven.....	100	2,776,000	J. & J. Jul '69	Vermont and Canada.....	100	2,500,000	J. & D. Jun '69
Chicago & N. Western.....	100	14,565,676	J. & D. Jun '69	Mobile and Ohio.....	100	3,762,400	J. & J. Jul '69	Vermont Central.....	100	5,000,000	J. & J. Jul '69
Chicago & N. Western.....	100	16,356,287	J. & D. Jun '69	Montgomery & W. Point.....	100	1,644,101	J. & D. Dec '69	Vermont and Massachusetts.....	100	2,800,000	J. & J. Jul '69
Chicago, R. I. & Pacific.....	100	14,000,000	Apr '69	Morris and Essex.....	100	3,616,356	J. & J. Dec '69	Vicksburg and Meridian.....	100	357,408	J. & J. Jul '69
Cin. Ham. & Dayton.....	100	3,521,664	Apr '69	Mt. Carbon & Ft. Carbon.....	100	282,330	J. & J. Jan '69	Virginia Central.....	100	3,353,679	J. & J. Jul '69
Cincinnati City Passenger.....	100	3,521,664	J. & J. Jan '69	Nashua and Lowell.....	100	720,000	M. & N. May '69	Virginia and Tennessee.....	100	4,497,791	J. & J. Jul '69
Citizens' Passenger (Phila.).....	100	192,750	J. & J. Jul '69	Nashville & Chattanooga.....	100	2,056,544	F. & A. Feb '69	Western Union.....	100	2,707,693	J. & J. Jul '69
Clev. Col. Cin. & Ind.....	100	10,450,000	F. & A. Jul '69	Naugatuck.....	100	1,436,600	F. & A. Feb '69	West Jersey.....	100	804,150	J. & J. Feb '69
Cleveland & Mahoning.....	100	2,058,400	M. & N. M'y '69	New Bedford & Taunton.....	100	500,000	J. & J. Jul '69	West Philadelphia.....	100	249,100	J. & J. Jul '69
Cleveland and Pittsburgh.....	100	5,421,091	J. & J. Aug '69	New Haven & N. London.....	100	738,588	J. & J. Jul '69	Wilm. and Weldon.....	100	1,463,775	J. & J. Jul '69
Cleveland and Toledo.....	100	5,000,000	F. & A. Aug '69	New Haven & Northampton.....	100	1,344,000	J. & J. Jul '69	Winchester and Potomac.....	100	1,517,650	J. & J. Jul '69
Col. Ohl. & Indiana Can.....	100	11,420,000	J. & J. Jul '69	New Jersey.....	100	6,000,000	F. & A. Jan '69	Warren.....	100	1,517,650	J. & J. Jul '69
Columbus and Xenia.....	100	1,786,300	J. & J. Jul '69	New London Northern.....	100	895,000	F. & A. Aug '69	Worcester and Nashua.....	100	1,522,600	J. & J. Jul '69
Concord.....	100	1,500,000	M. & N. May '69	New York Central.....	100	28,795,000	F. & A. Sep '69				
Concord & Port., guar.....	100	350,000	J. & D. Jun '69	Int. certificate.....	100	22,829,600	F. & A. Aug '69				
Coney Island & Brooklyn.....	100	500,000	J. & D. Jun '69	New York and Harlem.....	100	6,285,050	F. & A. Aug '69				
Conn. & Passaic Rivers.....	100	139,000	J. & J. Jul '69	Do. do.....	100	1,600,000	J. & J. Jul '69				
Do. do.....	100	1,822,100	J. & J. Jul '69	New York & New Haven.....	100	6,000,000	J. & J. Jul '69				
Connecticut River.....	100	1,700,000	J. & J. Jul '69	N. Y. Provid. & Boston.....	100	2,000,000	J. & J. Jul '69				
Cumberland and V. v.....	100	1,315,900	A. & O. Oct '69	Nag. Bridge & Cananda.....	100	1,000,000	J. & J. Jan '69				
Danbury and New H.....	100	400,000	J. & J. Jul '69	Ninth Avenue.....	100	797,400	J. & J. Jan '69				
Dayton and Michigan.....	100	2,892,361	J. & J. Jul '69	North Carolina.....	100	4,000,000	F. & A. Aug '69				
Delaware.....	100	594,250	J. & J. Jul '69	Northern Central.....	100	4,648,900	F. & A. Aug '69				
Del. Lackaw. & Western.....	100	13,886,020	J. & J. Jul '69	North Eastern (S. C.).....	100	155,000	J. & D. May '69				
Des Moines Valley.....	100	1,820,300	J. & J. Jul '69	Northern of N. Hampsh.....	100	3,000,400	J. & D. June '69				
Detroit & Milwaukee.....	100	1,047,350	J. & J. Jul '69	North Pennsylvania.....	100	3,150,150	J. & J. Jul '69				
Do. do.....	100	1,500,000	F. & A. Aug '69	Norwich & Worcester.....	100	2,863,600	J. & J. Jul '69				
D. Dock, E. B'dw. & Bat.....	100	1,200,000	F. & A. Aug '69	Ogdensb. & L. Champl'n.....	100	3,024,000	J. & J. Jul '69				
Dubuque and Sioux City.....	100	1,673,641	Annual Jly '69	Do. do.....	100	1,994,900	A. & O. Apr '69				
Do. do.....	100	1,987,351	J. & J. Jly '69	Ohio and Mississippi.....	100	20,000,000	J. & D. Jun '69				
East Mahanoy.....	100	392,550	J. & J. Jul '69	Do. do.....	100	3,500,000	J. & D. Jun '69				
Eastern (Mass.).....	100	3,883,300	J. & J. Jul '69	Oil Creek & Allegheny R.....	100	4,259,000	J. & J. Jul '69				
Eastern (N. H.).....	100	492,500	J. & J. Jul '69	Old Colony & Newport.....	100	4,848,320	J. & J. Jul '69				
East Pennsylvania.....	100	654,000	J. & J. Jul '69	Orange and Newark.....	100	281,550	F. & A. Feb '69				
East Tenn. and Georgia.....	100	2,389,730	J. & J. Jul '69	Oswego and Syracuse.....	100	482,400	F. & A. Feb '69				
East Tenn. and Virginia.....	100	667,800	J. & J. Jul '69	Pacific of Missouri.....	100	8614,515	J. & J. Feb '69				
Eighth Avenue (N. Y.).....	100	1,000,000	J. & J. Jan '69	Panama.....	100	7,000,000	J. & J. Jul '69				
Elm, Jeffers & Canand.....	100	600,000	F. & A. Feb '69	Paterson and Ramapo.....	100	248,500	J. & J. Jul '69				
Elmira & Williamsport.....	100	600,000	M. &								

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1900.....	475,641	433,379	385,991	412,521	464,507	493,243	466,589	568,589	533,150	599,670	474,054	388,573	5,696,119
1901.....	377,852	380,190	459,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1902.....	404,407	393,251	408,847	386,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1900.....	109,850	101,255	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,700
1901.....	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484	
1902.....	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	387,956	307,919	236,824	3,340,092
1903.....	226,153	222,241	290,111	299,249	329,851	371,544	321,597	387,269	322,638	286,223	323,030	271,247	3,065,153
1904.....	243,787	157,832	236,961	282,165	335,510	342,358	354,244	416,982	408,999	426,752	359,102	330,160	3,892,861
1905.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	568,101	486,196	503,746	409,569	381,701	4,508,643
1906.....	339,762	304,823	393,648	331,149	345,556	391,685	353,736	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1900.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	100,306	210,729	216,060	196,435	201,134	1,959,267
1901.....	158,735	175,482	243,150	185,013	198,679	243,175	224,980	307,874	375,860	324,866	336,617	321,037	3,095,470
1902.....	306,554	246,331	289,043	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,813,514
1903.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1904.....	292,047	224,021	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,540	442,275	377,063	4,358,614
1905.....	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1906.....	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1900.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,005	729,759	716,378	563,400	6,114,566
1901.....	541,005	482,164	499,296	498,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1902.....	623,566	399,917	523,745	537,519	658,948	925,983	805,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1903.....	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1904.....	724,890	807,478	850,182	1,004,598	1,211,150	1,107,544	1,001,466	1,266,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1905.....	871,213	827,254	1,149,258	1,092,378	1,269,934	1,258,284	1,107,156	.....	.....	.....	.....	.....	.....
Erie:													
1900.....	1,185,745	967,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1901.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1902.....	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,005	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1900.....	190,130	236,637	181,064	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1901.....	299,944	271,085	275,643	289,224	334,683	407,992	343,929	511,305	478,576	490,433	437,679	424,531	4,571,028
1902.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1903.....	571,536	528,972	616,665	516,608	490,573	617,082	578,403	747,469	739,739	641,589	643,887	518,088	7,181,208
1904.....	603,053	505,266	505,465	411,605	569,250	567,679	489,262	578,253	571,348	661,971	588,219	504,066	6,544,741
1905.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,190,992
1906.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	981,530	685,401	681,041	7,817,622
1907.....	681,656	568,783	711,559	595,355	655,047	740,949	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1900.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,021	104,866	113,504	112,952	123,802	1,201,239
1901.....	94,136	78,976	92,910	92,768	90,528	96,635	106,594	114,716	121,217	142,823	132,387	123,388	1,273,713
1902.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1903.....	98,517	91,666	103,558	109,526	111,033	118,648	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1900.....	248,784	230,508	557,227	268,613	264,925	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1901.....	304,445	304,445	338,454	330,651	287,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,162
1902.....	363,996	366,361	413,974	365,180	351,489	387,045	301,613	418,575	488,808	524,760	495,072	381,709	4,826,727
1903.....	312,546	277,234	412,715	413,970	413,024	384,684	338,558	384,401	429,177	496,655	429,546	352,218	4,650,328
1904.....	305,857	311,088	395,872	409,248	357,749	307,968	313,130	434,318	488,388	539,871	429,788	380,034	4,663,693
1905.....	362,021	338,335	381,497	455,983	400,436	363,550	301,495	435,751	512,523	532,061	419,005	420,313	4,929,030
1906.....	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1900.....	230,159	159,658	151,902	175,696	188,029	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1901.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,180	3,168,056
1902.....	252,435	278,948	348,802	338,276	271,553	265,780	263,244	340,751	408,445	410,602	405,510	376,470	3,970,946
1903.....	306,324	279,137	344,228	337,241	401,466	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,230,550
1904.....	282,439	265,796	337,158	343,737	365,190	355,083	324,886	359,646	429,161	493,640	414,604	380,669	4,260,115
1905.....	304,095	283,661	375,210	362,783	335,962	284,977	313,021	398,993	494,778	506,296	412,934	330,673	4,371,071
1906.....	343,318	304,315	326,880	415,758	309,296	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1907.....	384,120	330,636	386,527	411,814	405,946	360,623	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1900.....	187,763	240,755	261,143	316,296	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	428,323	5,683,008
1901.....	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,645	1,023,520	1,037,434	529,927	468,796	6,517,562
1902.....	454,130	330,233	430,774	400,287	630,844	678,500	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1900.....	957,869	955,659	1,346,734	1,255,621	1,132,701	1,162,024	1,495,762	1,524,434	1,526,839	1,486,356	1,117,858	1,117,858	14,575,123
1901.....	1,086,200	895,887	1,135,745	1,180,491	1,170,415	1,084,533	1,155,461	1,285,011	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1902.....	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,093	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1900.....	200,466	209,261	209,444	224,963	223,242	268,177	302,590	332,400	278,006	346,243	275,950	275,950	3,311,077
1901.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,310	3,793,005
1902.....	267,541	240,109	326,236	277,424	285,130	253,925	247,262	305,454	278,701	310,762	302,426	281,013	3,380,583
1903.....	219,065	279,047	284,729	282,939	240,135	224,633	322,621	365,371	379,587	356,066	272,083	251,038	3,459,328
1904.....	211,973	211,973	265,905	282,149	204,620	217,082	194,455	287,567	307,122	283,329	274,637	233,861	2,904,041
1905.....	180,366	216,080	221,450	214,409	215,639	223,236	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1900.....	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	496,557	454,820	4,088,837
1901.....	335,685	361,834	396,771	429,929	505,517	464,809	451,584	574,486	714,302	815,902	746,9		

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	Interest.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	Interest.	WHEN PAY-ABLE.	Market Price.		
National Securities, Aug. 1, 1869							Massachusetts—Western R. R. Loan, sterling								
Loan of June 14, 1868.....registered	20,000,000	5	Jan. & July.	1874	123		—Troy and Greenfield Loan, stg.	3,578,696	5	April & Oct.	'69-'88	115			
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	117		— " " " " " " " " " " " "	3,506,580	5	"	"	'88-'90			
Loans of Feb. 8, July 1, Aug. 3, '61.....registered	282,732,000	5	"	1871	133		— " " " " " " " " " " " "	1,166,500	5	"	"	'90-'94	106		
and March 3, 1863.....coupon		5	"	1871			—Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69-'71				
Oregon War Bonds of March 2, 1861.....	945,000	5	"	1881	126		—Nor. & Wore. R. R. Loan.....	400,000	6	"	"	1877			
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,000	5	"	1881	124		—B. H. & Erie R. R. Loan, stg.	290,400	6	"	"	1900			
Loan of March 3, 1864 (5-20s).....registered	3,882,500	5	"	1881			—State Scrip (var.).....	171,000	5	Various.	1870				
Loan of June 30, 1864 (5-20s).....registered	125,561,300	5	July.	1881			— " " " " " " " " " " " "	117,000	5	"	1872				
Loan of March 3, 1865 (5-20s).....registered	203,327,250	5	May & Nov.	1882	123		— " " " " " " " " " " " "	125,000	5	April & Oct.	1873				
.. 2d series (5-20s).....registered	332,098,950	5	"	1882	125		— " " " " " " " " " " " "	244,000	5	Various.	1874				
.. 3d series (5-20s).....registered	379,583,450	5	"	1884	123		— " " " " " " " " " " " "	162,000	6	June & Dec.	'70-'72				
.. 4th series (5-20s).....registered	42,539,350	5	"	1884	123		— " " " " " " " " " " " "	50,000	6	"	"	1877			
Loan of March 3, 1864, (10-40s).....registered	104,567,300	5	"	1884	123		—Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871				
Union Pacific R. R. Bonds.....(currency)	60,860,320	5	"	1885	123		— " " " " " " " " " " " "	650,000	6	"	"	'72-'73	122		
Certificates of Mar. 2, 1867, and July 2, 1868.....	50,810,000	5	"	1885	122		— " " " " " " " " " " " "	720,000	6	"	"	'74-'75			
Navy Pension Fund of July 23, 1868.....	14,000,000	5	"	1885	123		— " " " " " " " " " " " "	1,430,000	6	"	"	1876			
Loans of 1842, 1847 and 1848.....	95,700	5	Jan. & July.	1886	122		— " " " " " " " " " " " "	600,000	5	"	"	'77-'78			
Texas Indemnity Bonds of Sept. 9, 1860.....	242,000	5	"	1886	122		—Back Bay Loan of 1862-'63.....	220,000	5	May & Nov.	1880				
Treasury Notes prior to 1867.....	103,615	5	"	1887	122		—Bounty Fund Loan of 1863.....	200,000	5	Jan. & July.	1883				
Treasury Notes of 1857, '60, '61 and '63.....	333,472	5	"	1887	122		— " " " " " " " " " " " "	4,000,744	5	May & Nov.	1894				
Treasury Notes (7-30s).....	1,033,250	5	"	1888	120		— " " " " " " " " " " " "	4,379,500	5	"	"	1894	107		
Certificates of Indebtedness.....	12,000	5	"	1888	122		—Coast Defense Loan of 1863.....	888,000	5	Jan. & July.	1883				
Compound Interest Notes of 1863 and 1864.....	2,785,910	5	"	1888	122		—War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100			
Temporary Loan of June 30, 1864.....	184,110	5	Mar. & Sept.	1904	111		—Three Years' Loan.....	919,324	6	Var.	3 yrs.				
U. S. Notes (greenbacks).....	356,116,719	5	Jan. & July.	'95-'99	111		Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879				
Fractional Currency.....	31,030,300	5	"	1904	116		—Renewal Loan.....	200,000	6	"	"	1878			
State Securities, latest dates.							Minnesota—*Railroad Loan.....								
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63		—Two Million Loan.....	1,728,000	6	"	"	'73-'83			
.. — (extended).....	2,414,800	5	"	'83-'85			War Loan.....	896,000	6	"	"	1886			
.. — (sterling).....	770,500	5	Jan. & July.	'70-'86			Bounty Loan.....	463,000	7	May & Nov.	1890	101			
.. — (extended).....	732,800	5	"	1886			Mississippi—*State Bonds (for banks).....	2,275,000	7	Jan. & July.	1883				
.. — (new).....	680,200	8	"	'94-'95	93		Missouri—State Bonds proper.....	7,000,000	6	Jan. & July.	'41-'71				
Arkansas—*State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861			.. — Consols. (interest).....	453,000	6	Jan. & July.	'62-'90				
.. — (State Bank).....	440,000	6	Jan. & July.	1868			.. — Railroad Loans payable in coin.....	2,830,000	6	"	"	1887			
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	129		.. — S. W. Pacific, guar.....	13,734,000	6	"	"	'82-'90	87		
.. — 1860.....	177,500	7	"	1880			.. — Han. and St. Jo. R. R. Loan.....	1,589,000	7	"	"	'81-'87			
.. — Soldiers' Relief Bonds.....	470,500	7	"	'83-'85			Nebraska—(No Account).....	3,000,000	6	"	"	'81-'85	90		
.. — Bounty Bonds.....	982,000	7	"	'83-'85			Nevada—(No Account).....								
Connecticut—War Bonds, My '61, (10 or 20yr).....	7,513,692	6	Jan. & July.	'71-'81	99		New Hampshire—War Loan of July 1, 1861.....	1,089,800	6	Jan. & July.	'69-'78	99			
.. — Oct. '61, (10 or 20yr).....		6	"	'72-'82			.. — " " " " " " " " " " " "	600,000	6	Mar. & Sept.	'84-'89	98			
.. — Nov. 1863.....		6	"	1883			.. — " " " " " " " " " " " "	1,267,000	6	April & Oct.	'69-'74	99			
.. — My '64, (10 or 20yr).....		6	April & Oct.	'74-'78			New Jersey—War Loan of 1861 (free).....	500,000	6	Jan. & July.	1869				
.. — May 1, 1865, (free).....		6	"	1885			.. — " " " " " " " " " " " "	1,599,800	6	Jan. & July.	'69-'84	103			
.. — (various) registered.....	567,500	6	Various.	Var.			.. — of 1863 (free).....	1,002,900	6	"	"	'86-'96			
Florida—State Bonds.....	500,000	8	Jan. & July.	Var.			.. — of 1864.....	593,400	6	"	"	'97-'02			
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	"	Var.			New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870				
.. — (" " " " " " " " " " " "	176,000	7	Jan. & July.	1870	91		.. — " " " " " " " " " " " "	800,000	6	"	"	1878			
.. — (Act March 12, 1866).....	3,164,500	7	May & Oct.	1870			.. — " " " " " " " " " " " "	1,189,781	6	"	"	pleas.			
.. — (W. & A. R. R.).....	1,519,000	6	Jan. & July.	1886			.. — " " " " " " " " " " " "	900,009	5	"	"	1875			
.. — (" " " " " " " " " " " "	75,000	6	May & Oct.	1874	84		.. — " " " " " " " " " " " "	348,107	5	"	"	pleas.			
.. — (Atl. and Gulf R. R.).....	734,000	6	Feb. & Aug.	'78-'86			.. — Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	101			
.. — (sterling).....	72,000	5	Mar. & Sept.	1869			.. — " " " " " " " " " " " "	5,726,800	6	"	"	1873	102		
Illinois—New Internal Improvement Stock.....	1,635,954	6	Jan. & July.	1870			.. — " " " " " " " " " " " "	2,250,000	6	"	"	1874	102		
.. — Interest Bonds.....	996,649	6	"	1877	100		.. — " " " " " " " " " " " "	500,000	6	"	"	1875	100		
.. — Liquidation Bonds.....	193,400	6	"	1865			.. — " " " " " " " " " " " "	900,000	6	"	"	1877			
.. — Refunded Stock.....	985,900	6	"	'69-'77			.. — " " " " " " " " " " " "	2,035,800	5	"	"	1874			
.. — Thornton Loan Bonds.....	104,000	6	"	1869			.. — Bounty Stock.....	3,757,000	7	Jan. & July.	1877	103			
.. — War Loan Bonds.....	543,200	6	"	1879	102		.. — Bonds.....	22,186,000	7	"	"	1877	100		
.. — Ill. and Mich. Canal.....(sterling)	792,222	6	"	1870			North Carolina—State Bonds (old).....	8,511,000	6	J. & J. O. A. & O.	'69-'91	57			
.. — ".....registered	535,367	6	"	1870			.. — (new).....	3,069,045	6	Mar. & Sept.	'84-'89	98			
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97		.. — (Chatham R. R.).....	3,200,000	6	Jan. & July.	1900				
.. — War Loan Bonds.....	210,000	6	May & Nov.	1888			.. — (funding).....	2,439,900	6	Jan. & July.	1898				
Iowa—State Bonds of 1868.....	200,000	7	Jan. & July.	1868			Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100			
.. — War and Defense Bonds of 1861.....	300,000	7	"	1881			.. — " " " " " " " " " " " "	1,600,000	6	"	"	1875	100		
Kansas—War Bonds, 1861-'67.....	750,000	6	May & Oct.	1874	84		.. — " " " " " " " " " " " "	4,095,309	6	"	"	1881	102		
.. — Territorial Debt Bonds.....	100,000	6	Feb. & Aug.	'78-'86			.. — " " " " " " " " " " " "	2,400,000	6	"	"	1886	103		
Kentucky—State Bonds.....	1,421,000	6	Jan. & July.	'76-'97			.. — Union Loan (Columbus).....	400,000	6	May & Nov.	1871				
.. — ".....	339,000	6	April & Oct.	'71-'72	100		Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884				
.. — ".....	160,000	6	May & Nov.	1879			.. — Relief Bonds.....	82,142	7	"	"	1874			
.. — Military Bonds.....	635,000	5	Various.	'80-'93			Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.				
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893			.. — " " " " " " " " " " " "	1,642,128	5	Jan. & July.	1870	98			
.. — (Railroads).....	2,092,000	6	Various.	'69-'90			.. — " " " " " " " " " " " "	4,724,000	5	Various.	'72-'82	94			
.. — (Charity Hospital).....	86,000	6	Mar. & Sept.	1872	71		.. — Inclined Plane Loan.....	112,000	4	Jan. & July.	1882				
.. — (Leaves).....	1,000,000	6	Various.	1886			.. — Redemption Loan of 1867.....	400,000	6	April & Oct.	1879				
.. — (" 1867).....	2,414,000	6	May & Nov.	1907	64		.. — " " " " " " " " " " " "	4,907,150	6	Feb. & Aug.	1872	104			
.. — (" 1868).....	3,000,000	8	"	1908	85		.. — " " " " " "								

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Cape May and Millville:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$300,000	7	April & Oct.	New York.	1870	....
Albany and Susquehanna:							Catawissa:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mortgage.....	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	Cedar Falls and Minnesota:						
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	"	1885	80	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1886	....
Allegheny Valley:							1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
1st Mortgage.....	4,000,000	7.5	April & Oct.	Pittsburg.	1896	....	Cedar Rapids and Missouri River:						
2d Mortgage (floating funded).....	.....	7	"	"	18—	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	92
Androscoggin:							Central Branch Union Pacific:						
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	1st Mort. (Atchison & Pike's P.)	1,000,000	6	May & Nov.	New York.	'96-'98	....
Atlantic and Great Western:							2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	"	'96-'98	....
1st Mortgage (New York).....	7	7	April & Oct.	London.	1879	....	Central of Georgia:						
1st Mortgage (Pennsylvania).....	7	7	"	"	1877	....	1st Mortgage.....	780,000	7	March & Sept.	Savannah.	1875	....
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	....	Central of New Jersey:						
1st Mortgage (Franklin Branch)	7	7	June & Dec.	London.	1882	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Buffalo Extension)	7	7	April & Oct.	"	1883	....	2d Mortgage.....	600,000	7	May & Nov.	"	1876	100
1st Mortgage (Silver Creek Br.)	7	7	March & Sept.	"	1884	....	Central Ohio:						
2d Mortgage (New York).....	3,000,000	7	April & Oct.	New York.	1881	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	90
2d Mortgage (Pennsylvania).....	7	7	"	London.	1882	....	Central Pacific of California:						
2d Mortgage (Ohio).....	7	7	Jan. & July.	"	1883	....	1st Mortgage (on 725 m.) free.....	22,789,000	6	Jan. & July.	New York.	1895	97
2d Consolidated Mortgage.....	20,000,000	7	April & Oct.	"	1895	....	2d Mortgage (paid by Cal.).....	1,500,000	7	"	"	1885	111
2d Consolidated Mortgage.....	7,000,000	5	"	"	18—	....	Convertible bonds.....	7	"	"	"	1882	108
Income Mortgage.....	8,701,808	7	"	"	18—	....	National Loan.....	22,789,000	6	"	"	1895	108
Atlantic and Gulf:							Charleston and Savannah:						
1st Mortgage Consolidated.....	2,000,000	7	"	New York.	1898	....	1st Mortgage (guar. by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
Atlantic and St. Lawrence:							Charlotte and South Carolina:						
Portland City Loan (sag fund) ..	1,500,000	6	Various.	B. & N. Y.	'98-'70	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	62
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Cheraw and Darlington:						
2d Mortgage, sterling.....	885,500	6	"	London.	1866	....	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
Sterling Loan.....	484,000	6	May & Nov.	"	1878	....	2d Mortgage.....	75,000	7	"	"	1868	....
Baltimore and Ohio:							Chesapeake and Ohio (Va. Cent.):						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage for \$10,000,000.....	.....	8	Jan. & July.	New York.	1898	....
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	94	Cheshire:						
Loan of 1850.....	579,500	6	"	"	1880	94	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	91
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	94	Chester Valley:						
Baltimore City Loan of 1855....	5,000,000	6	Jan. & July.	"	1890	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	Chicago and Alton:						
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
Bay de Noquet and Marquette:							1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	104
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Income bonds (2d Mortgage)...	1,100,000	7	April & Oct.	"	1883	93
Belleville:							Chicago, Burlington and Quincy:						
1st Mortgage (B. and Ind. R.R.)...	791,000	7	Jan. & July.	New York.	'70-'90	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	108
2d Mortgage.....	16,000	7	"	"	1870	....	Trust Mortgage, convertible....	150,000	8	"	"	1883	....
Belleville and Snow Shoe:							2d Mortgage.....	941,000	4	July.	Frankfort.	1880	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Belvidere Delaware:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	89	1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82	Chicago and Great Eastern:						
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	80	Construction.....	400,000	7	April & Oct.	New York.	1895	83
Blue Ridge, S. Car.:							Income.....	300,000	7	"	"	1896	....
1st Mortgage of \$2,500,000.....	.....	7	Jan. & July.	Charleston.	1898	....	Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	1,110,000	7	"	New York.	1881	....
Sterling Loans.....	2,051,520	5	April & Oct.	London.	'60-'71	....	Chicago and Milwaukee, (45 m.):						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	1st Mortgage (C. and N. W.)...	397,000	7	May & Nov.	New York.	1874	85
Boston, Clinton and Fitchburg.							Chicago and Northwestern:						
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	Pref. sinking fund b'ds (193 m.)...	1,249,500	7	Feb. & Aug.	New York.	1885	94
Boston, Concord and Montreal:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	90
1st Mort. (Conc. to War. 71 m.)...	204,000	7	Feb. & Aug.	New York.	1865	94	General 1st Mortgage.....	3,595,500	7	Feb. & Aug.	"	1885	91
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	90	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	88
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	88
Sinking Fund Mortgage.....	496,000	7	"	Boston.	1889	92	Equipment Bonds.....	133,000	7	April & Oct.	"	1874	....
Boston, Hartford and Erie:							Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
1st Mortgage (new) for \$20,000,000	.....	7	Jan. & July.	"	1890	65	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	"	1915	94
Boston and Lowell:							Equipment Bonds.....	1,925,000	10	May & Nov.	"	'68-'71	....
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	101
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	....
Wharf purchase bonds.....	200,000	6	"	"	1879	....	1st Mortgage (Pennsylv. R.R.)...	1,075,000	7	March & Sept.	"	1898	....
Buffalo, Bradford and Pittsburg:							1st Mort. (Chi. & Mil. R.R. 85 m.)	1,098,000	7	Jan. & July.	"	1896	....
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (Beloit & Mad. R.)	372,000	7	"	"	1888	....
Buffalo, Corry and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage (C. & R. I. R.R.)...	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mort. (C. R. I. and P. R. R.)	7,375,000	7	"	"	1896	101
Buffalo and Erie:							Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	1st Mortgage.....	500,000	6	May & Nov.	New York.	1896	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	"	1886	....	Cincinnati, Hamilton and Dayton:						
Buffalo, New York and Erie:							2d Mortgage (1st Mort. paid)...	1,250,000	7	May & Nov.	New York.	1890	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	90	2d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
2d Mortgage.....	380,000	7	May & Nov.	"	1872	82	New Mortgage.....	254,000	7	"	"	1887	....
Burlington, Cedar Rapids & Minn.							Cincinnati and Indiana:						
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	....
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	88	2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'81	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	87	Cincinnati and Indianapolis June:						
2d Convertible bonds.....	600,000	7	"	"	1875	98	1st Mortgage.....	1,300,000	7	Jan. & July.	New York.	1898	....
3d Convertible bonds.....	958,545	7	"	"	1880	....	2d Mortgage.....	900,000	7	March & Sept.	"	1893	....
California Pacific:							1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....
1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....	Cincinnati and Martinsville:						
Camden and Amboy:							1st Mort. (guar. by L. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Sterling Bonds, sfg fund \$337,250	1,632,290	6	Jan. & July.	London.	1880	....	Cincinnati, Richmond & Chicago:						
Sterling Loan, sfg fund \$369,200	1,848,000	5	March & Sept.	"	1894	....	1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....
Loan for \$800,000.....	323,220	6	April & Oct.	New York.	1870	90	Cincinnati and Zanesville:						
Loan for \$675,000.....	675,000	6	"	"	1875	90	1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1898	....
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	"	1883	85	Cleveland, Columbus and Cine.:						
Loan for \$2,500,000.....	867,000	6	May & Nov.	"	1889	86	1st Mortgage.....	425,000	7	June & Dec.	New York.	'98-'90	....
Consol. Mortgage for \$5,000,000.	4,665,940	6	June & Dec.	"	1889	94	Cleveland and Mahoning:						
Camden and Atlantic:							1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1873	....	2d Mortgage.....	687,000	8	March & Sept.	"	1876	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Hubbard Branch 1st Mortgage.	147,500	7	Jan. & July.	"	1881	....
Camden and Burlington County:							Cleveland and Pittsburg:						
1st Mortgage of 1867 for \$850,000	805,000	6	Feb. & Aug.	Philadelphia.	1897	86	2d Mortgage (or 3d Extension)...	1,180,000	6	March & Sept.	New York.	1872	9
Cape Cod Central:							3d Mortgage (or 3d Extension)...	1,597,000	7	May & Nov.	"	1875	9
1st Mortgage.....	125,000	6	Jan. & July.	Boston.	'60-'73	....	4th Mortgage (or 3d Extension)...	1,196,490	7	Jan. & July.	"	1892	7
							Consol. S. F. Mort. (\$4,000,000)...	376,000	7	May & Nov.	"	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Fairview, and Ashtab.: 1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91 1/2	Erie: 1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	96
2d Mortgage.....	1,000,000	7	" " "	" " "	1881		2d Mortgage.....	4,000,000	7	March & Sept.	" " "	1879	94 1/2
3d Mortgage.....	1,000,000	7	April & Oct.	" " "	1888	92	3d Mortgage.....	6,000,000	7	" " "	" " "	1883	80
Cleveland and Toledo: 1st Mort. (June R. R. 1st Div.)..	27,000	7	April & Oct.	New York.	1867	...	4th Mortgage.....	4,441,000	7	April & Oct.	" " "	1880	82 1/2
1st Mort. (June R. R. 2d Div.)..	126,000	7	June & Dec.	" " "	1882	...	5th Mortgage.....	926,500	7	June & Dec.	" " "	1888	76
1st Mortgage (Clev. and Tol.)..	692,000	7	April & Oct.	" " "	1886	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" " "	1891	...
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" " "	1885	98	Starling Loan \$800,000.....	4,844,400	7	March & Sept.	London.	1875	...
Columbia and Augusta: 1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	...	Erie and Pittsburgh: 1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	...
Columbus, Chicago & Ind. Cent.: Trust Mort. S. F. for \$15,000,000.	.....	7	April & Oct.	New York.	1908	83 1/2	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" " "	1875	...
Columbus and Indiana Central: 1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	83 1/2	Evansville and Crawfordsville: 1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1860	...
2d Mortgage.....	816,000	7	" " "	" " "	18—	81	1st Mortgage of 1854.....	740,000	7	May & Nov.	" " "	1860	...
Income Bonds.....	1,500,000	7	" " "	" " "	18—	81	Rockville Extension 1st Mort....	150,000	7	Feb. & Aug.	" " "	1881	...
Columbus and Xenia: 1st Mortgage for \$600,000.....	248,000	7	March & Sept.	Columbus.	1890	...	Fall River, Warren & Providence: 1st Mortgage.....	200,000	7	" " "	Providence.	18—	...
Connecticut and Passumpsic Riv.: 1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	87 1/2	Flemington: 1st Mortgage, guaranteed.....	100,000	6	" " "	Princeton.	18—	...
Connecticut River: 1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Flint and Pere Marquette: 1st Mortgage.....	815,000	7	" " "	New York.	18—	...
Connecticut: 1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87 1/2	Galena and Chicago Union: 1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
Council Bluffs and St. Joseph: 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	...	2d Mortgage.....	1,029,000	7	May & Nov.	" " "	1875	97
Cumberland Coal and Iron: Bonds of Nov., 1862.....	397,000	6	Jan. & July.	New York.	1869	...	Mississippi Bridge.....	200,000	7	Jan. & July.	" " "	1884	...
Bonds of Feb., 1864.....	89,000	6	Feb. & Aug.	" " "	1869	...	Grand Rapids and Indiana: 1st Mortgage.....	167,000	7	Jan. & July.	New York.	1890	...
Bonds of July, 1867.....	98,000	6	" " "	" " "	1877	...	Grand River Valley: 1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	...
Cumberland and Pennsylvania: 1st Mortgage for \$1,000,000.....	608,000	6	March & Sept.	New York.	1891	...	Grand Trunk (Can.): 1st Preference Bonds.....	12,573,661	5	Jan. & July.	London.	18—	...
Cumberland Valley: 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	2d Preference Bonds.....	7,355,986	5	" " "	" " "	18—	...
2d Mortgage.....	109,500	8	" " "	" " "	1904	...	3d Preference Bonds.....	3,414,094	4	" " "	" " "	18—	...
Company's Bonds.....	85,300	6	" " "	Harrisburg.	18—	...	4th Preference Bonds.....	25,592,860	4	" " "	" " "	18—	...
Danbury and Norwalk: 1st Mortgage.....	100,000	7	Jan. & July.	New York.	70-80	...	Equipment Bonds.....	2,433,333	6	April & Oct.	" " "	18—	...
Dayton and Michigan: 1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	...	Postal and Military Bonds.....	6,840,000	var	Feb. & Aug.	" " "	18—	...
2d Mortgage.....	2,589,000	7	" " "	" " "	1881	...	Great Western of Canada: Government Loan \$573,688.....	2,782,387	6	" " "	Ottawa.	...	...
3d Mortgage.....	642,000	7	March & Sept.	" " "	1884	...	Mortgage Bonds \$615,200.....	2,983,720	6	" " "	London.	73-76	...
Toledo Depot Bonds.....	109,500	7	" " "	" " "	81-94	...	Mortgage Bonds \$547,000.....	2,652,950	5 1/2	" " "	" " "	77-78	...
Dayton and Union: 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	Stock Debentures \$46,700.....	225,500	5	" " "	" " "	77-78	...
2d Mortgage.....	185,000	7	June & Dec.	" " "	1879	...	Great Western of Illinois: 1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
Income Bonds.....	251,000	6	" " "	" " "	79 aft	...	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" " "	1888	...
Dayton and Western: 1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	1st Mortgage (General).....	1,455,000	7	" " "	" " "	1888	87 1/2
2d Mortgage.....	463,000	6	June & Dec.	" " "	...	...	2d Mortgage.....	2,500,000	7	May & Nov.	" " "	1893	79 1/2
Delaware: 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Greenville and Columbia: State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	87
Guaranteed Bonds.....	100,000	6	" " "	" " "	1875	...	1st Mortgage.....	1,000,000	7	" " "	New York.	18—	...
State Loan.....	170,000	6	" " "	" " "	1876	...	Hannibal and St. Joseph: State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	90
Delaware, Lackawanna, & Western: 1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98 1/2	State Loan of 1855.....	1,500,000	6	" " "	" " "	1885	...
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" " "	1875	98 1/2	Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" " "	1888	108
2d Mort. (General) for \$2,000,000.	1,633,000	7	March & Sept.	" " "	1881	94	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" " "	1888	123
Des Moines Valley: 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	Six year bonds of 1865.....	1,000,000	10	" " "	" " "	1872	...
Income Bonds.....	462,000	7	Jan. & July.	" " "	1884	...	Harrisburg and Lancaster: 1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
Detroit and Milwaukee: 1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	Hartford and New Haven: 1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
2d Mortgage.....	1,000,000	8	" " "	" " "	1884	...	Hartford, Providence and Fishkill: 1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Hartford.	1876	...
1st Mortgage Funded Coupons.....	623,525	7	Jan. & July.	" " "	1875	...	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" " "	" " "	1876	...
2d Mortgage Funded Coupons.....	377,116	7	May & Nov.	" " "	1875	...	Hempfield: 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	...
Bonds of June 30, 1866, (cond.)	1,837,789	7	" " "	" " "	1886	...	Housatonic: 1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	...
Detroit, Mon. & Tol. (M.S. & N.L.)	924,000	7	Feb. & Aug.	New York.	1876	...	2d Mortgage.....	96,000	7	" " "	" " "	1885	...
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	...	Houston and Texas Central: Texas State Loan, sinking fund.	432,000	6	April & Oct.	New York.	67-69	...
2d Mortgage.....	250,000	8	Feb. & Aug.	" " "	1886	...	1st Mortgage.....	1,360,000	7	Jan. & July.	" " "	1866	...
Dubuque and Sioux City: 1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	92	Land Mort. S. F. (\$20,000 p. m.)	.....	6	" " "	" " "	1891	...
1st Mortgage (construction).....	600,000	7	" " "	" " "	1894	...	Hudson River: 1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	...
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1888	...	1st Mortgage.....	1,954,000	7	" " "	" " "	1869	101
Dubuque Southwestern: 1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	1st Mortgage.....	1,936,000	7	" " "	" " "	1870	...
2d Mortgage, ordinary.....	450,000	7	" " "	" " "	1895	...	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" " "	1885	101
East Brandywine & Waynesboro: 1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	...	3d Mortgage.....	183,000	7	May & Nov.	" " "	1875	100
Eastern: State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	708-72	...	Huntington and Broad Top Mt.: 1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	82
2d Mortgage, (convert. sterling)...	420,000	5	Jan. & July.	London.	1872	...	2d Mortgage.....	367,500	7	Feb. & Aug.	" " "	1875	...
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	96	Consol. Mortgage.....	723,245	7	April & Oct.	" " "	1895	33
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	" " "	1876	...	Illinois Central: Construction.....	3,955,000	7	April & Oct.	New York.	1875	120
Bonds.....	160,000	6	April & Oct.	" " "	1889	96	Construction.....	437,500	6	" " "	" " "	1875	...
East Pennsylvania: 1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888	...	Redemption.....	2,560,500	6	" " "	" " "	1890	...
East Tennessee and Georgia: Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	Redemption, sterling.....	2,424,500	6	" " "	London.	1875	...
Tennessee Loan (1866).....	449,830	6	" " "	" " "	1898	...	Illinois and Southern Iowa: 1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	...
Mortgage (old).....	643,000	6	" " "	" " "	1880	...	Indianapolis, Cin. and Lafayette: 1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	...
Mortgage (new).....	124,900	7	" " "	" " "	1880	...	Indianapolis and Madison: 1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	...
East Tennessee and Virginia: Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1883	...	Jackson, Lansing and Saginaw: 1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1894	96 1/2
Tennessee Loan (1866).....	600,000	6	" " "	" " "	1898	...	Jeffersonville (J. M. & I.): 1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	94
Tennessee endorsed bonds.....	185,000	6	" " "	" " "	18—	...	2d Mortgage.....	.....	7	April & Oct.	" " "	1873	...
Memphis and Kentucky: Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	...	Jeffersonville, Madison & Indian: 1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	...
Knox and Williamsport: 1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1890	89 1/2	Louisville Loan (endorsement)...	150,000	6	" " "	" " "	1882	...
Plain Bonds.....	470,000	5	April & Oct.	" " "	1872	60	Joliet and Chicago: 1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	...
European and North American: 1st Mortgage, S. F. \$411,000.....	.....	6	Jan. & July.	London.	18—	...	Joliet and Northern Indiana: 1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	...
							Junction, Philadelphia: 1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexington.)	\$128,000	7	— & —	New York.	1872	....	1st Mortgage.....	\$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.).....	844,000	7	— & —	" "	1882	....	2d Mortgage for \$1,300,000.....	850,000	8	Jan. & July.	" "	1870	....
3d Mortgage (do.).....	236,000	7	— & —	" "	1885	....	Tennessee State Loan.....	317,800	6	" "	" "	1892	....
Kookuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93	1st Mortgage Bonds.....	\$250,000	6	— & —	.....	18—	....
Income.....	100,000	7	— & —	" "	1887	....	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	1st Mortgage, Sterling.....	1,669,800	6	Jan. & July.	Mobile.	1882	52
Knoxville and Kentucky:							Tennessee Loans.....	388,900	8	May & Nov.	New York.	1891	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income of '61, '62, '65 and '67....	656,421	8	" "	Mobile.	1867	19
Tenn. State Loan (new).....	800,000	6	— & —	" "	1898	....	Liquidation (10 year) bonds.....	697,900	8	" "	New York.	1876	....
Lackawanna and Bloomsburg:							Interest bonds.....	129,000	8	March & Sept.	Mobile.	1882	38
1st Mortgage.....	.....	7	Jan. & July.	New York.	1875	....	Montgomery and Eufala:						
1st Mortgage (Extension).....	.....	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, endorsed by Ala..	100,000	8	Jan. & July.	New York.	1870	....
2d Mortgage.....	.....	7	April & Oct.	" "	1880	....	Montgomery and West Point:						
2d Mortgage (Extension).....	.....	7	May & Nov.	" "	1890	....	Income Bonds.....	306,900	8	" "	" "	1876	....
Lake Erie and Louisville:							Income Bonds.....	719,500	8	" "	" "	1881	82
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Morris and Essex:						
Lehigh and Lackawanna:							1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	99
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	87 1/2	2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	84 1/2
Lexington and Frankfort:							Nashville and Chattanooga:						
1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'60-'74	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Lehigh Valley:							Tenn. State Loan.....	150,000	6	" "	" "	18—	....
1st Mort. (exchangeable for new)	1,427,000	6	May & Nov.	Philadelphia.	1873	95	Tenn. Coupons Funded.....	426,270	6	" "	" "	18—	....
New Mortgage, free of taxes....	1,000,000	6	June & Dec.	" "	1898	94 1/2	Nashville and Decatur:						
Little Miami:							Tenn. State Loan.....	2,115,176	6	Jan. & July.	New York.	'88-'93	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Cincinnati Loan.....	100,000	6	" "	Cincinnati.	1880	....	Nashville and Northwestern:						
Little Schuylkill:							Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	99	2d Mortgage.....	792,050	6	" "	" "	'71-'82	....
Long Island:							Naugatuck:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1870	98	1st Mortgage, Convertible.....	248,000	7	Jan. & July.	Bridgeport.	1878	....
Hunter's Point Extension.....	175,000	6	Feb. & Aug.	" "	1890	96	Newark and New York:						
Glen Cove Branch.....	150,000	6	May & Nov.	" "	1893	....	1st Mortgage.....	600,000	....	— & —	New York.	18—	....
Louisville, Cincin. and Lexington:							New Bedford and Taunton:						
1st Mortgage for \$3,000,000.....	2,116,000	7	Jan. & July.	New York.	1897	85	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Louisville and Frankfort:							New Brunswick and Canada:						
1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	....	1st Mortgage, Sterling £220,000..	1,100,000	6*	May & Nov.	London.	1897	....
Louisville Loan.....	100,000	6	" "	" "	1881	....	Newcastle and Beaver Valley:						
Louisville and Nashville:							1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	98	2d Mortgage for \$100,000.....	39,200	7	March & Sept.	" "	1877	....
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	" "	'70-'75	96	New Haven and Northampton:						
1st Mortgage, Bardonia Branch.....	21,500	7	Jan. & July.	" "	1870	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. Lebanon Branch Ext.....	600,000	7	May & Nov.	" "	'80-'85	92	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	" "	1874	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	" "	'86-'87	....	New Jersey:						
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	" "	1886	....	Company Bonds (var. issues)....	850,000	6	Feb. & Aug.	New York.	'76-'87	93
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	" "	1893	....	New London Northern:						
Consolid. 1st mort. for \$3,000,000	.....	7	" "	" "	1898	90	1st Mortgage.....	60,000	7	Jan. & July.	New London.	1875	....
Louisville, N. Albany & Chicago:							1st Mortgage, Extension.....	370,000	7	March & Sept.	" "	1885	....
1st Mort., New Albany & Salem	2,238,000	6	— & —	New York.	18—	....	N. Orleans, Jackson & Gt. North:						
Macon and Brunswick:							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1866	78
1st Mort. endorsed by Georgia..	160,000	7	Jan. & July.	New York.	1887	....	2d Mortgage for \$3,000,000.....	1,019,000	8	" "	" "	1890	70
McMinnville and Manchester:							N. Orleans, Opelousas & Gt. Wtn:						
Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	.....	....	1st Mort. construction (80 m.) ..	1,908,000	8	April & Oct.	New York.	1889	46
Mahanoy and Broad Mountain:							2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	New York Central:						
Maine Central:							Premium, Sinking Fund Bonds.....	5,946,889	6	May & Nov.	New York.	1882	92
\$1,100,000 Loan.....	1,098,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Funding, Sinking Fund Bonds..	1,614,000	7	Feb. & Aug.	" "	1876	100 1/2
\$400,000 Loan.....	315,200	6	June & Dec.	" "	'70-'71	....	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	" "	1883	....
Bangor City Loan.....	680,000	6	April & Oct.	" "	1874	....	Bonds for railroad stocks.....	692,000	6	" "	" "	1883	87
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for real estate.....	162,000	6	" "	" "	1883	87
Marietta and Cincinnati:							Bonds and mortgages.....	58,215	7	various.	" "	var.	....
1st Mortgage.....	2,368,385	7	Feb. & Aug.	Baltimore.	1892	85	Convertible bonds.....	210,000	7	Feb. & Aug.	" "	1876	120
1st Mortgage, Sterling.....	1,000,000	7*	— & —	London.	1892	....	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	" "	1887	92
2d Mortgage.....	520,000	7	May & Nov.	Baltimore.	1896	71	New York and Flushing:						
Scotlo and Hooking Valley.....	309,000	7	" "	" "	1896	....	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Memphis and Charleston:							New York and Harlem:						
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101
1st Mortgage, Convertible.....	1,395,000	7	May & Nov.	" "	1880	85	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	" "	1863	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....	New York and New Haven:						
Memphis, Clarksville & Louisv.							1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1875	96 1/2
Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	1890	76	New York, Providence & Boston:						
Memphis and Little Rock:							1st Mortgage.....	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	Improvement Bonds.....	100,000	7	Jan. & July.	" "	1881	....
Mortgage (road and land).....	600,000	8	May & Nov.	" "	1890	....	Extension Bonds.....	250,000	6	May & Nov.	" "	1883	....
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	297,750	7	Jan. & July.	New York.	'65-'70	72 1/2
1st Mortgage, sterling, convertible	500,000	6*	March & Sept.	" "	1869	....	1st Mortgage.....	328,600	8	" "	" "	'65-'70	80
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113 1/2	2d Mortgage for \$300,000.....	6,000	8	" "	Norfolk.	1890	....
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....	North Eastern:						
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	132	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1890	70
Michigan Southern & North. Ind.:							2d Mortgage for \$300,000.....	145,000	7	" "	" "	1890	70
1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	98 1/2	Interest Certificates.....	228,086	7	Jan. & July.	" "	1875	....
2d Mortgage.....	2,698,000	7	" "	" "	1877	93 1/2	1st Mortgage for \$6,000,000.....	3,000,000	7	Jan. & July.	New York.	1899	80
Goshen Air Line Mortgage.....	637,000	7	Feb. & Aug.	" "	1868	....	North Pennsylvania:						
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91	1st Mortgage.....	2,638,846	6	Jan. & July.	Philadelphia.	1890	80
Miffin and Centre County:							Chatel Mortgage.....	377,365	10	April & Oct.	" "	1887	100 1/2
1st Mortgage.....	145,000	6	April & Oct.	Philadelphia.	1885	....	2d Mortgage.....	274,500	7	— & —	" "	18—	....
Milwaukee & Chicago, (40 miles):							North Shore, S. I.:						
2d Mortgage (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	1st Mortgage.....	110,200	7	— & —	New York.	18—	....
3d Mortgage ("													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1867.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....		8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (63 m.)....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	98	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,500	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000		7	Jan. & July.	"	1898	84	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	94	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	73	Richmond and Danville:						
3d Mort. " " " "	573,500	8	May & Nov.	Richmond.	1873	71	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
4th Mort. " " " "	331,700	8	March & Sept.	Alexandria.	1880	70	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	73
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Oswego and Rome:							4th Mortgage.....	504,000	7	"	Richmond.	1873	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
Income.....	200,000	6	Feb. & Aug.	"	1891	....	Richmond and Fort Wayne:						
Oswego and Syracuse:							1st Mortgage, guaranteed.....		7	"	New York.	18—	....
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Rich., Frederickburg & Potomac:						
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, sterling.....	57,333	6	Jan. & July.	London.	1875	....
Pacific of Mo.:							Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
State Loan (30 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	....	Company Bonds, dollar.....	271,599	7	"	"	'75-'79	....
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	91	Richmond and Petersburg:						
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	91	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
1st (new) Mortgage for \$7,000,000		6	Feb. & Aug.	New York.	1888	97	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
Panama:							Roanoke Valley (R. & Dan.):						
1st Mortgage, Sterling.....	416,000	7	April & Oct.	London.	1870	....	1st Mortgage.....	148,300	7	Jan. & July.	New York.	'69-'76	....
2d Mortgage, Sterling.....	346,000	7	"	"	1875	....	Rockford, R. Island & St. Louis:						
3d Mortgage, Sterling.....	1,912,000	7	Feb. & Aug.	"	1872	....	1st Mortgage, convertible, S.F. free		7	Feb. & Aug.	N. Y. & Lond.	1919	96
Peninsula (C. & N. W.):							Rome, Watertown & Ogdensburg:						
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	96	1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
Pennsylvania:							2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	"	'68-'71	....
1st Mort. " " " " " "	4,972,000	6	Jan. & July.	Philadelphia.	1880	98	Sinking Fund (Watert. & Rome)	731,800	7	"	"	1890	....
2d Mort. " " " " " "	2,594,000	6	April & Oct.	"	1875	97	1st Mort. (Potomac & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
3d Mort. " " " " " "	2,283,840	6	"	London.	1875	....	Rutland and Burlington:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	140
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	....	2d Mortgage.....	937,500	7	"	"	1863	60
Short Bonds and Debentures...	3,520,728	6	Various.	Philadelphia.	var.	....	3d Mortgage.....	440,000	7	"	"	1863	....
Pennsylvania and Georgia:							Sacramento Valley:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mortgage.....	400,000	10	Jan. & July.	New York.	1875	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mortgage.....	329,000	10	Feb. & Aug.	San Francisco.	1881	....
2d Mortgage.....	256,000	8	"	"	18—	....	St. Joseph and Council Bluffs:						
Peoria and Bureau Valley:							1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	St. Louis, Alton and Terre Haute:						
Peoria, Pekin and Jacksonville:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
Petersburg:							2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Philadelphia and Baltimore Cent:							2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	73
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	St. Louis and Iron Mountain.						
Philadelphia and Erie:							1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	86
1st Mortgage (Sunbury & Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	97	St. Louis, Jacksonville & Chicago:						
1st Mortgage (General).....	5,000,000	6	"	"	1881	88	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	96
2d Mortgage.....	4,000,000	7	"	"	1901	85	Equipment Bonds, free.....		10	Jan. & July.	"	18—	....
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	St. Paul and Chicago:						
Philadelphia, Germant. & Norrist:							1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	....
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	St. Paul and Pacific 1st Division:						
Philadelphia and Reading:							1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Bonds of 1849.....	401,800	6	April & Oct.	Philadelphia.	1870	90	1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	90	2d Mortgage and Land Grant....	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	84	General Mort., stg. for £780,000		7	Jan. & July.	London.	18—	....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	97	General Mort., dol. for \$7,000,000		7	"	New York.	18—	....
Bonds of 1836, Sterling.....	182,400	5	"	London.	1880	....	Salem:						
Bonds of 1836, Sterling, conv.....	228,000	7	"	"	'72-'77	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	2,255,000	7	"	Philadelphia.	1893	106	1st Mortgage.....	226,900	6	"	Boston.	1870	96
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)...	300,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	74
Philadelphia, Wilmington & Balt:							3d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	335,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	....	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	945,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schuylkill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	89	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	102	Schuylkill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	3d Mortgage.....	71,000	7	"	"	1870
1st Mortgage (Series F).....	875,0												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880	....	1st Mortgage, guar. for \$500,000.	.....	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds \$452,912 1/2	2,612,944	5*	Jan. & July.	London.	'71-'85	....	1st Mort. Land Grant, etc. conv.	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds \$59,031 1/2	262,368	5*	"	Charleston.	'71-'85	....	West Chester and Philadelphia:						
Domestic Bonds	617,187	6	various.	"	'68-'74	....	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1878	....
Domestic Bonds	596,500	7	"	"	'68-'72	....	2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....	West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	235,000	6	March & Sept.	Philadelphia.	1883	83
1st Mortgage	160,000	6	April & Oct.	Boston.	1880	90 1/2	Loan of 1866 for \$1,000,000	780,000	6	Jan. & July.	"	1890	....
South Side, Va.:							Western (Boston and Albany).						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....	Sterling Loans, \$899,900	4,319,520	5*	April & Oct.	London.	'68-'71	97 1/2
2d Mort. guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	65 1/2	Dollar Bonds	935,500	6	"	Boston.	1875	98 1/2
3d Mort. (for City Point R. E.)	175,000	6	"	"	'65-'68	....	Western Maryland:						
4th Mortgage	814,900	6	"	"	'70-'72	....	1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
5th Mortgage	119,000	8	"	"	'63-'69	....	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	91 1/2
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	86
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....	2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....	1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
South West Pacific:							Western Union						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Willis Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	....	1st M. for \$1,000,000 end. by Ala.	.....	7	— & —	—	18—	....
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....	N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State	.....	8	"	"	1897	75
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....	Wilmington and Manchester:						
Steubenville and Indiana:							1st Mortgage	596,000	7	June & Dec.	New York.	1890	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75	2d Mortgage	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....	Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....	Consol. Mortgage for \$2,000,000.	.....	7	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	....
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....	Sinking Fund Mortgage	608,000	7	April & Oct.	New York.	1896	91
Tioga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95	Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'90	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85 1/2	Stg. State Loan	85,333	6	August	Richmond.	....	....
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84 1/2	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	83 1/2	1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
2d Mort. (Tol. & Wabash 75 m.)	2,500,000	7	"	"	1890	....	York and Cumberland (N. Cent.):						
1st Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	82	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1875	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	2d Mortgage	25,000	6	Jan. & July.	"	1871	....
Equip't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	76	3d Mortgage	800,000	6	"	"	1877	....
S. P. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871	....	CANAL BONDS:						
Consol. M. (T. W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	"	1907	82	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	90
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....	Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885	....	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
3d Mortgage	650,000	7	May & Nov.	"	1875	....	Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....	Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
2d Mortgage, guaranteed	180,000	6	"	"	1877	....	Delaware and Hudson:						
Union and Logansport:							1st Mortgage	551,000	7	March & Sept.	New York.	1870	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1906	....	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	88 1/2	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	25,998,000	6	"	"	1897-8	....	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1866	....
Union Pacific—Central Branch:							Interest Bonds	161,980	7	"	"	18—	....
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895	....	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	....
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	"	1895	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1896	88	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1897	40	2d Loan	5,606,122	6	"	"	1884	82
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	100 1/2	3d Loan	2,000,000	6	"	"	1897	....
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	97
1st Mortgage	580,000	6	Jan. & July.	Boston.	1883	90 1/2	Convertible Loan	1,201,850	6	"	"	1877	81
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	114,000	6	"	Boston.	1860	....	2d Mortgage	57,000	6	"	"	18—	....
3d Mortgage	293,200	7	"	New York.	1859	....	Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage	448,500	6	April & Oct.	Jersey City.	1876	90
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage	302,750	6	"	"	1876	....
" " 2d class	850,000	7	or	"	1890	....	Boat Loan	232,087	6	"	"	1885	77
" " 3d class	154,000	7	April & Oct.	"	1890	....	North Branch:						
" " 4th class	1,263,000	7	"	"	1890	....	1st Mortgage	580,000	6	May & Nov.	Philadelphia.	1876	....
Funded Coupons	420,000	7	"	"	....	....	Schuylkill Navigation:						
Special Loan	200,000	8	"	"	....	....	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
Virginia Central:							2d Mortgage	5,980,670	6	Jan. & July.	"	1882	04 1/2
State Loan	210,000	6	Jan. & July.	New York.	1891	....	Improvement Loan	1,601,670	6	May & Nov.	"	1876	01 1/2
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	....	Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872	....	Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
3d Mortgage	983,000	6	"	"	1884	....	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	57
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	....	Preferred Interest Bonds	325,000	6	"	"	1894	....
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	404,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
2d Mortgage	23,500	6	"	"	1879	64 1/2	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884	66 1/2	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Income Bonds	138,500	6	"	"	1886	....	Wyoming Valley:						
Funding Bonds (\$1,000,000)	736,000	8	"	"	18—	72 1/2	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
Warren:							MISCELLANEOUS BONDS:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....	American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	92 1/2
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....	Bonds of American Tel. Co.	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

[illegible]

Dec. 31, 1898	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."*

Years ending	Railroad			Rolling Stock			Property and Assets			Liabilities			Railroad Operated			Operations			Earnings			Value of Shares	
	Main Line			2d Track and Sidings			Railroad in progress			Engines			Pass.			Freight			Net				Dividends
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.			
Oct. 31, 1898	840	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1899	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1899	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1899	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1899	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1900	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1900	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1900	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1900	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1901	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1901	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1901	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1901	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1902	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1902	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1902	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1902	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1903	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1903	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1903	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1903	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1904	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1904	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1904	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1904	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1905	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1905	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1905	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1905	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1906	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1906	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1906	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1906	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1907	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1907	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1907	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1907	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1908	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1908	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1908	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1908	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1909	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1909	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1909	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1909	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1910	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1910	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jul. 31, 1910	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Oct. 31, 1910	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Jan. 31, 1911	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000	68,616	80.0	522,181	842,567	392,838	100	100	100	100	100	
Apr. 30, 1911	870	870	870	20	6	3,149	1,497	3,231,358	821,773	700,000	1,233,000	2,948,000											

[illegible]

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses a w. Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.	P. c.	Par.	Paid.	Market.	
Sept. 30, '68	7.37	91	12	Albany..... N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.			100	100	
Nov. 30, '68				Albany st. Freight (B'ton) Mass.		150,000							100	100	
Oct. 31, '68	3.25	12	35	Allentown..... Pa.	72,674	31,500	29,814	12,191	6,771	3,093			100	100	
Dec. 31, '68	31.00	480	80	Baltimore City..... Md.		110,000							100	100	20
Sept. 30, '68	22.00	401	50	Bleek. st. & F. F. (N.Y.C.) N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760			100	100	
Nov. 30, '68	3.53			Boston and Chelsea..... Mass.	110,000	110,000			8,800	1,193	6.8		100	100	
Sept. 30, '68	16.76	162	40	Broadway (Brooklyn)..... N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0		100	100	
Sept. 30, '68	10.00	791	106	B'dway & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,600,000		664,652	184,914			100	100	
Sept. 30, '68	8.00	10	30	Brooklyn, Bath & Coney I. N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.			100	100	
Sept. 30, '68	74.00	1420	291	Brooklyn City..... N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0		100	100	
Sept. 30, '68	11.00	201	43	Brooklyn City & Newtown N.Y.	569,620	400,000	200,000	14,372	121,425	19,422			100	100	
Sept. 30, '68	6.50	40	12	Brooklyn, Prosp. P. & Flatb. N.Y.	434,600	254,600	300,000	1,487					100	100	
Sept. 30, '68	4.28	4	30	B'klyn & Rockaway Beach N.Y.	214,489	144,600	45,000	2,500	20,621	9,021			100	100	
Sept. 30, '68	15.21	197	53	Buffalo street..... N.Y.	318,909	56,300	186,000	109,500	99,734	17,427			50	50	
Sept. 30, '68	7.85			Bushwick (Brooklyn)..... N.Y.	264,982	262,300	2,000	5,040	20,508	72			100	100	
Nov. 30, '68	28.52			Cambridge (Boston)..... Mass.	731,671	727,800	150,000	94		89,058	9.0		100	100	90
Sept. 30, '68	1.78		39	Central City (Syracuse)..... N.Y.	29,758	21,130	6,000		18,645	4,097			10	10	
Sept. 30, '68	36.00	561	149	Cen. P. & N. E. R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,992	18,812			100	100	
Dec. 31, '68	9.20			Cincinnati street..... O.									100	100	
Oct. 31, '68	7.25	200	37	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			227,369	95,876	32.1		50	194	
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg)..... Pa.	234,045	176,000		56,300	139,864	31,708	24.5		50	44	
Dec. 31, '68	6.50			City Passenger (Cln.)..... O.									100	100	
Sept. 30, '68	14.83	236	18	Coney Island (Brooklyn) N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.			100	100	
Sept. 30, '68	22.89	792	116	Dry Dock, E. B. & B. (N.Y.C.) N.Y.	772,303	1,200,000	700,000		669,174	135,905			100	100	
Sept. 30, '68	3.50			Dunkirk and Fredonia..... N.Y.	42,605	34,815		2,448	8,721	3,443			100	100	
Oct. 31, '68	1.63	10	3	Easton and S. Easton..... Pa.	24,275	26,000	500		10,444	3,732			25	25	
Sept. 30, '68	8.00	872	160	Elgin Avenue (N.Y. City) N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0		100	100	
Dec. 31, '68	18.00	52	9	Fairhaven and Westville..... Conn.	152,917	150,000							100	100	
Sept. 30, '68	1.74			Fifth Ward (Syracuse)..... N.Y.	27,533	26,170			6,761	2,468			100	100	
Sept. 30, '68	15.38	387	50	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,041,204	748,000	200,000		341,781	55,664	10.0		100	100	
Oct. 31, '68	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000		299,226	56,713	5.0		50	50	
Sept. 30, '68	3.25			Genesee & Water st. (Syr.) N.Y.	54,200	42,500	9,000	400	8,653	159					
Oct. 31, '68	54.25	356	81	Germantown (Phila.)..... Pa.	562,270	112,245	350,000		322,439	85,644	37.4		50	17	29
Oct. 31, '68	6.40	125	25	Girard College (Phila.)..... Pa.	171,712	170,000			117,342	25,119	8.5		50	15	
Sept. 30, '68	5.09	92	15	Gr'd st. & Newtown (Bkn) N.Y.	200,000	170,000	30,000		72,870	5,321			100	100	
Oct. 31, '68	6.50	224	42	Green and Coates st. (Phila.) Pa.	226,220	150,000	100,000		187,103	22,887	7.5		50	15	38
Sept. 30, '68				Greenpoint & Wmbug (Bkn) N.Y.											
Sept. 30, '68	10.00	122	23	Harlem Br. & Mott & F'dham N.Y.	229,063	113,230	130,000	2,500	63,945	Loss.			100	100	
Oct. 31, '68	2.14	18	6	Harrisburg City..... N.Y.	60,120	41,995	9,350	2,063	9,272	Loss.			25	24	
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield..... Conn.	180,000	180,000							100	100	
Oct. 31, '68	13.17	345	78	Hest. Mant. & F'mount (Ph.) Pa.	472,687	306,390	165,700	3,292	262,820	40,431			50	50	12
Dec. 31, '68				Hoboken and Hudson City N.J.											
Dec. 31, '68				Hoboken and Weehawken N.J.											
Sept. 30, '68	2.50			Hudson Av. (Brooklyn)..... N.Y.	161,535	106,700	74,000	9,272					100	100	
Oct. 31, '68	10.47			Jersey City & Bergen Point N.J.											
Sept. 30, '68	3.56	28		Kingston and Rondout..... N.Y.	78,989	75,000			20,971	2,170	34		100	100	
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.) Pa.	165,027	90,000	62,500	10,560	70,353	9,702			25	9	
Nov. 30, '68	4.03	48	9	Lowell Horse..... Mass.	69,416	55,530		2,080	20,240	3,411			100	100	
Nov. 30, '68	12.50	201	32	Lynn and Boston..... Mass.	207,587	200,000	50,000	48,048	153,658	Loss.			100	100	
Nov. 30, '68	3.60			Malden and Melrose (Bkn) Mass.	60,246		52,600		24,472						
Nov. 30, '68	1.00			Marginal Freight (Boston) Mass.	177,624	177,700							100	100	30
Nov. 30, '68	3.08			Medford & Charleat. (Bkn) Mass.	27,500	21,000	6,500						100	100	
Nov. 30, '68	5.11	37	6	Merrimac Valley..... Mass.	50,241	50,000		12,810	18,014	2,249			100	100	
Sept. 30, '68	6.00	58	13	Metropolitan (Brooklyn) N.Y.	361,500	194,000	191,900	7,000	34,108	6,239			100	100	
Nov. 30, '68	42.86	791	156	Metropolitan (Boston)..... Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0		100	100	60
Nov. 30, '68	7.42	254	47	Middlesex (Boston)..... Mass.	522,854	400,000	91,902	38,917	206,640	16,659			100	100	
Sept. 30, '68	12.20	180	52	Ninth Avenue (N.Y. City) N.Y.	468,322	797,320	167,000		95,848	595			100	100	
Nov. 30, '68	3.39	17	4	Northampton & Wmbug Mass.	300,000	300,000			13,884	562			100	100	
Nov. 30, '68	2.16	6		North Woburn (Boston)..... Mass.	27,657	20,950	8,000	4,429	4,174	808			100	100	
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Phg.) Pa.	105,457	59,500	17,000	43,094	49,929				50	50	
Dec. 31, '68	17.5	167	28	Orange and Newark..... N.J.	682,438	289,550	380,000	26,500	147,327	24,479			50	50	
Oct. 31, '68	3.81	30		Passenger (Cln.)..... O.	100,000	100,000							100	100	
Oct. 31, '68	9.17	30		Peoples' street (Scranton) Pa.	110,907	104,028			16,003	Loss.	15		100	100	
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.) Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20		50	15	
Oct. 31, '68	5.89	50	14	Philadelphia and Darby..... Pa.	250,419	160,000	89,000		40,374	11,022	4		20	20	
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry Pa.	293,548	285,307	5,000		87,643	16,274	7		50	25	
Oct. 31, '68	8.25	183	30	Pbg. Allegheny & Manchest. Pa.	143,123	124,000	23,000	16,950	133,296	15,798	7.5		50	31	
Dec. 31, '68	5.20	92	16	Pittsburg and Birmingham Pa.	108,488	82,000	10,600	30,852	70,706	8,481	7.35		50	41	
Dec. 31, '68	6.88	92	16	Portland..... Me.	160,300	160,300		600	45,007	12,809	7		100	100	
Nov. 30, '68	6.69	55	9	Quincy (Boston)..... Mass.	77,640	71,600	66,434	57,592					100	100	
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk (Ph.) Pa.	179,635	120,500	63,300		36,111	Loss.			50	25	
Sept. 30, '68	10.50	96	22	Rochester and Brighton N.Y.	74,000	59,000	15,000		31,490	11,200			100	100	
Nov. 30, '68	7.87	47	15	Salem and Danvers..... Mass.	182,845	150,000	32,100	11,561	32,912	Loss.			100	100	
Oct. 31, '68	3.96			Schuylkill River (Phila.) Pa.	47,464	50,000							50	10	
Sept. 30, '68	16.00	597	91	Second Avenue (N.Y. City) N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706			100	100	
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.) Pa.	628,843	673,387	109,300		524,611	177,85,					

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.]	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire,* guaranteed	600,000	7	7	100
Blossburg and Corning,* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	100
Buffalo, N. York and Erie,* guar.	950,000	7	7	100
Camden and Atlantic, pref.	600,000	7	7	100
Catawissa,* pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna,* guar.	589,110	9	9	100
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	100
Central Ohio, preferred.	400,000	7	7	100
Chemung,* guar.	380,000	8	8	100
Cheshire, preferred.	2,017,815	7	7	100
Chicago and Alton, pref.	2,425,400	7	7	100
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10	100
Chicago and Northwestern, pref.	16,356,287	7	7	100
Cleveland and Mahoning,* guar.	2,056,000	7	7	100
Cleveland and Toledo,* guar.	6,250,000	7	7	100
Cocheco,* preferred.	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	100
Cumberland Valley, 1st pref.	241,900	8	8	100
Delaware,* guaranteed.	242,000	8	8	100
Detroit & Milwaukee,* preferred and guaranteed.	594,261	6	6	100
Dubuque and Sioux City,* preferred and guaranteed.	1,500,000	6	6	100
Dubuque Southwestern, pref.	1,988,170	7	7	100
Eastern (N. H.)* guaranteed.	330,308	7	7	100
Elmira, Jefferson and Canandaigua,* guaranteed.	492,500	8	8	100
Elmira and Williamsport,* guar.	500,000	5	5	100
Elmira and Williamsport,* preferred and guaranteed.	500,000	5	5	100
Erie, preferred.	500,000	7	7	100
Hannibal and St. Joseph, pref.	8,539,910	7	7	100
Harrisburg and Lancaster,* guar.	5,253,836	7	7	100
Houston, preferred.	1,182,550	7	7	100
Huntingdon & Broad Top Mountain, preferred.	1,180,000	8	8	100
Joliet and Chicago,* guar.	100,760	7	7	100
Joliet and Northern Indiana,* guar.	1,500,000	8	8	100
Lackawanna and Bloomsburg, pref.	300,000	8	8	100
Leeds and Farmington,* guar.	600,000	7	7	100
Little Schuylkill,* guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington preferred.	211,122	9	9	100
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	100
Manchester and Lawrence,* 2d pref.	4,051,744	6	6	100
Michigan Southern, guaranteed.	1,000,000	9	9	100
Mill Creek and Mine Hill,* guar.	580,800	10	10	100
Milwaukee and P. du Chien, 1st pref.	323,375	10	10	100
Milwaukee and St. Paul, preferred.	3,214,250	8	8	100
Mine Hill and Schuylkill Haven,* guaranteed.	1,014,000	7	7	100
Mount Carbon & Pt. Carbon,* guar.	8,050,892	7	7	100
New Haven and Northampton*	3,775,000	8	8	100
New York and Harlem, pref.	282,250	12	12	100
Niagara Br. and Canandaigua,* guar.	1,344,000	2	2	100
Northern Eastern (S. C.), preferred.	1,500,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,000,000	6	6	100
Ohio and Mississippi, pref.	155,000	8	8	100
Patterson and Hudson,* guar.	1,037,000	8	8	100
Patterson and Ramapo,* guar.	3,500,000	7	7	100
Peoria and Bureau Valley,* guar.	630,000	8	8	100
Philadelphia and Erie,*	248,000	5	5	100
Philadelphia and Reading, pref.	5,996,700	10	10	100
Philadelphia and Trenton,* guar.	1,551,800	10	10	100
Pittsfield and North Adams,* guar.	1,099,120	6	6	100
Portl. & Kennebec (Yarmouth) guar.	450,000	6	6	100
Portland, Saco & Portsmouth,* guar.	202,400	6	6	100
Portsmouth and Concord,*	1,500,000	6	6	100
Richmond, Fredericksh. & Potomac, guaranteed.	350,000	7	7	100
Rochester and Genesee Valley*	142,900	7	7	100
Rutland, preferred.	557,550	7	7	100
St. Louis, Alton and T. H., pref.	7	7	7	100
Sandusky and Cincinnati, pref.	2,040,000	7	7	100
Schuylkill Valley,* guar.	445,596	6	6	100
Shamokin Valley & Pottsville,* guar.	678,050	6	6	100
Tol. & Peoria & Warsaw (W. D.) pref.	869,450	5	5	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	100
Troy and Greenbush,* guar.	1,700,000	7	7	100
Vermont and Canada,* guar.	274,000	7	7	100
Warren,* guar.	2,500,000	8	8	100
White Mountains,* guar.	1,408,500	7	7	100
Wrightav. York & Gettysburg,* pref.	200,000	5	5	100
Wrightav. York & Gettysburg,* pref.	317,050	2	2	100

CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	100
Morris, preferred.	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,889,997	6	6	41
Union, preferred.	2,889,997	6	6	41

MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	5,774,400	7	7	10
Mariposa Mining, pref.	5,774,400	7	7	10

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 80 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	38	—	42	—
Pig, American, No. 1 (good to best).....	—	42	—	—	—
Pig, American, No. 2.....	—	38	—	—	—
Pig, American, Forge.....	—	36	—	—	—
Bar, Refined, English and American.....	—	85	—	90	—
Bar, Swedes, assorted sizes.....	(gold)	82	50	87	50

Bar, Swedes, ordinary sizes.....	—	140	—	—	—
Bar, English and American, Refined.....	—	90	—	92	50
Bar, English and American, Common.....	—	85	—	87	50
Scroll.....	—	120	—	150	—
Ovals and Half-round.....	—	117	50	142	50
Band.....	—	117	50	—	—
Horse Shoe.....	—	117	50	—	—
Rods, 1/2 to 1 inch.....	—	97	50	155	—
Hoop.....	—	125	—	180	—
Nail Rod.....	per lb.	8 1/2	—	9 1/2	—
Sheet, Russia, assorted No.'s.....	(gold)	104	—	124	—
Sheet, Single D. and T. Common.....	—	5	—	7	—
Rails, English.....	(gold)	—	56	50	—
Rails, American.....	—	74	—	76	—
Anvils, Eagle.....	per lb.	—	9 1/2	—	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb., and 10 per cent. ad val. (Store prices.)					
English, Cast, (2d and 1st quality).....	per lb.	18	—	22	—
English Spring (2d and 1st quality).....	—	9	—	11 1/2	—
English Blister (2d and 1st quality).....	—	11 1/2	—	19	—
English Machinery.....	—	12 1/2	—	15	—
English German (2d and 1st quality).....	—	14	—	16	—
American Blister "Black Diamond".....	—	10 1/2	—	16	—
American, Cast, Tool, do.....	—	19	—	—	—
American, Spring, do.....	—	10	—	13	—
American Machinery, do.....	—	—	—	13	—
American German, do.....	—	10	—	13	—

COPPER—DUTY: Pig, Bar and Ingot, 2 1/2; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14 @ 24 oz. per square foot, 3 cents per lb. All Cash.					
Sheathing, New.....	per lb.	—	32	—	—
Bolts.....	—	—	32	—	—
Braziers.....	—	—	33	—	—
Nails.....	—	—	38	—	—
Sheathing, &c., Old.....	—	—	22 1/2	—	23 1/2
Sheathing, Yellow Metal.....	—	—	—	27	—
Bolts, Yellow Metal.....	—	—	—	27	—
American Ingot.....	—	—	22	—	—

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terns Plates, 25 per cent. ad val.					
Banca.....	(gold)	per lb.	33 1/2	—	34
Strait.....	(gold)	—	30 1/2	—	31
English.....	(gold)	—	30	—	—
Plates—Fair to good brands.....	(gold)	—	—	—	—
I. C. Charcoal.....	per box	8	—	8 3/4	11 25
I. C. Coke.....	5 75 @ 7 50	9 50	—	10 75	—
Coke Terns.....	5 75 @ 6	8 25	—	8 50	—
Charcoal Terns.....	7 75 @ 8 25	10 75	—	11 75	—

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.					
Crude, 40 @ 47 gravity (in bulk), per gall.	—	17	—	17 1/2	—
Crude, 40 @ 47 gravity (in shipping order)	—	—	—	23 1/2	—
Refined, in bond, prime L. S. to W. (110 @ 115 test)	—	—	30 1/2	—	31 1/2
Refined, Standard White (in ship'g order).....	—	—	31 1/2	—	31 1/2
Refined, prime White (in shipping order).....	—	—	—	33	—
Refined, S. W. (in merchantable order).....	—	—	—	32	—
Naphtha, Refined, (60 @ 63 gravity).....	—	—	9 1/2	—	—
Residuum.....	per bbl.	4 25	—	4 50	—

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 16 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2 1/2; all over that, 3 cents per lb.					
American Window—1st, 2d, 3d & 4th qualities. New List.					
6 by 8 to 7 by 9.....	per 50 feet.	7 75	—	6	—
8 by 10 to 10 by 15.....	—	8 25	—	6 50	—
11 by 14 to 12 by 18.....	—	9 75	—	7	—
14 by 16 to 16 by 24.....	—	10 50	—	7 50	—
18 by 22 to 18 by 30.....	—	12 25	—	8	—
20 by 30 to 24 by 30.....	—	15	—	9	—
24 by 31 to 24 by 36.....	—	16 50	—	10	—
25 by 36 to 30 by 48.....	—	17 50	—	12 50	—
30 by 46 to 32 by 48.....	—	20	—	13 50	—
32 by 60 to 32 by 56.....	—	22	—	14 50	—
Above.....	—	25	—	16	—

(The above subject to a discount of 50 @ 55 per cent.)					
French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)					
6 by 8 to 8 by 10.....	per 50 feet.	8 50	—	6 25	—
8 by 11 to 10 by 15.....	—	9	—	6 75	—
11 by 14 to 12 by 18.....	—	10	—	7 50	—
13 by 18 to 16 by 24.....	—	11	—	8	—
18 by 22 to 18 by 30.....	—	13 50	—	9	—
20 by 30 to 24 by 30.....	—	16 50	—	10	—
24 by 32 to 24 by 36.....	—	18	—	12	—
25 by 36 to 26 by 40.....	(3 qts.)	30	—	16	—
28 by 40 to 30 by 48.....	(3 qts.)	22	—	14 18	—
30 by 46 to 32 by 56.....	(3 qts.)	24	—	16 20	—
32 by 68 to 34 by 60.....	(3 qts.)	27	—	18 23	—

(Subject to a discount of 50 @ 55 per cent.)

English sells at 40 @ 50 per cent. off the above rates.

New York Stock Exchange.
Actual Sale Prices for the week ending Aug. 4.

Th. 29. F. 30. Sat. 31. M. 2. Tu. 3. W. 4.

Boston, Hartford & Erie.....					
Canton Co.....		80			
Central of N. Jersey.....	102	102 1/2	102 1/2	102 1/2	103 1/2
Chicago & Alton.....	163	165	168		167
.. pref.....	166				
.. 1 M.....					
.. S. F.....					
.. Inc. bds.....					
Chicago, Burl. & Q.....	180 1/2	190			
.. 8s, 1883.....					
Chi. & Gt. Eastern 1st m.....					
Chi. & Northwestern.....	79 1/2	80 1/2	85 1/2	86 1/2	87 1/2
.. pref.....	93 1/2	95 1/2	97 1/2	97 1/2	97 1/2
.. 1st M.....				92 1/2	91 1/2
.. Interest.....					
.. S. F.....			96		
.. Consol.....	96				
Chic. Rock Isl. & Pac.....	114	114 1/2	114 1/2	114 1/2	114 1/2
Chicago & R. I. 7s, 1870.....					
Chi. R. I. & P. 7s, 1890.....			94	94 1/2	94 1/2
Clev., Col. & C. and Ind.....	72 1/2	73			
Clev. and Pittsburg.....	107	107 1/2	107 1/2		107 1/2
.. 2 M.....					
.. 3 M.....					
.. 4 M.....					
.. Cons.....					
Clev. and Toledo.....					
.. S. F. 7s.....					99 1/2
Col., Chi., & Ind. C.....	86	86 1/2	86 1/2	86	85 1/2
.. 1 M.....	83 1/2			83 1/2	83 1/2
.. 2 M.....	83 1/2				83 1/2
Cumberland Coal pref.....				34	
Del. & Hudson Canal.....	127		127		
Del., Lack. & Western.....	112 1/2		112	112	112
.. 1 M. 7s.....					
.. 2 M. 7s.....	93 1/2				
Erie Railway.....					
.. pref.....					
.. 1 M. 7s, 1867.....					
.. 2 M. 7s, 1879.....					
.. 3 M. 7s, 1888.....	89				
.. 4 M. 7s, 1880.....					
.. 5 M. 7s, 1888.....			79	79 1/2	79 1/2
Great Western 2d mort. 79		79	79	79	
Hannibal & St. Joseph.....			126 1/2	125	126
.. pref.....			125	124	124
Hudson River.....	186	188 1/2	187 1/2	186 1/2	186
.. 1 M. 7s, 1869.....					
.. 2 M. S. F.....					
.. 3 M. 7s, 1875.....					
Illinois Central.....	141	141 1/2	142		141 1/2
.. bonds.....					
Lake Shore & Mich. S'th. 10s.....	105 1/2	105 1/2	106 1/2	106 1/2	106 1/2
.. Div. bonds.....				91 1/2	
Marietta & Cin. 1st pref.....	105				
.. 2d pref.....					
Michigan Central.....	131 1/2	132 1/2	132	132	132
.. S.F. 8s, 1882.....				132	132
.. conv. 8s, '60.....					
M. & N. & N. I.....					
.. 1 M. S. F.....			98		98 1/2
.. 2 M.....				93 1/2	93 1/2
Mariposa Mining Co.....					8
.. pref.....			16		
.. Tr. 10s c'tfs.....					
Milw. & St. Paul.....	77 1/2		79 1/2	79 1/2	80 1/2
.. pref.....	87	87 1/2	89 1/2	88 1/2	90 1/2
.. 1st mort.....	90 1/2		90 1/2		90 1/2
.. 2d mort.....					
.. 8s.....			101 1/2		101 1/2
.. 7-10s con. 9s.....	95				
Missouri 6s.....	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
.. H. & St. J. iss. 90					
Morris & Essex.....	88	87 1/2			
.. 1st mort.....			99	88 1/2	88 1/2
.. 2d mort.....	95 1/2				98 1/2
New York Central.....	212	214 1/2	215	210 1/2	210
.. 7s, S.F. 1876.....					
.. 7s, conv. '76.....					
.. 6s, S.F. 1883.....	92				
.. 6s, S.F. 1887.....				91 1/2	92
N. York & Harlem.....	164 1/2	163 1/2		165 1/2	164 1/2
.. pref.....					
.. 1 M. 7s, 1873.....					
N. Carolina 6s.....	57 1/2	52		58	56 1/2
.. new.....	52	51 1/2	52 1/2	51 1/2	51 1/2
Ohio & Miss.....	32 1/2	32 1/2	32 1/2	32 1/2	
.. pref.....					
.. 1st M.....					
Pacific Mail S.S. Co.....	84 1/2	84 1/2	84 1/2	83 1/2	85 1/2
Panama.....		270			270
Phila. and Reading.....	99 1/2	99	97 1/2	97 1/2	97 1/2
Pitts., Ft. W. & Chicago.....	153	153 1/2			
.. 1 M.....				100 1/2	
.. 2 M.....		97			
.. 3 M.....		94			95
.. Equip. 8s.....					
Quicksilver Mining Co. 16	16		16		16 1/2
St. L., Alton & T. H.....			33		
.. pref.....					
.. 1 M.....					
.. 2 M. pref.....					
.. Income bds.....					78
Tennessee 6s.....	63 1/2		63 1/2	63	63
.. new.....	57	56 1/2	56 1/2	56 1/2	56 1/2
Tol., Wab. & Western.....	75				74
.. pref.....					
.. 1 M. ex.....					83
.. 2 M.....				83 1/2	83
.. Equipments.....			76 1/2		
Virginia 6s, ex-coupon.....	68 1/2	59	68 1/2	68 1/2	68 1/2
.. new.....	61	61	62 1/2	61 1/2	61 1/2

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

Th.29.F.30.Sat.31.M.2 Tu.3. W.4

FEDERAL STOCKS:—					
U. S. 5s, 1871, reg.	114	114	116	115	116
U. S. 5s, 1871, coup.	114	114	116	115	116
U. S. 5s, 1874, reg.	114	114	116	115	116
U. S. 5s, 1874, coup.	114	114	116	115	116
U. S. 5s, 10-40s, coup.	114	114	116	115	116
U. S. 5s, 10-40s, reg.	114	114	116	115	116
U. S. 6s, 1881, reg.	122	122	124	123	124
U. S. 6s, 1881, coup.	122	122	124	123	124
U. S. 6s, '81, O.W.L. y.	122	122	124	123	124
U. S. 6s, 1881, y.	122	122	124	123	124
U. S. 6s, 5-20s, reg. '02.122	122	122	124	123	124
U. S. 6s, 5-20s, c. 1882.124	122	122	124	123	124
U. S. 6s, 5-20s, reg. '64.122	122	122	124	123	124
U. S. 6s, 5-20s, c. 1864.122	122	122	124	123	124
U. S. 6s, 5-20s, reg. '65.	122	122	124	123	124
U. S. 6s, 5-20s, c. 1865.123	122	122	124	123	124
U. S. 6s, 5-20s, r. n. '65.121	122	122	124	123	124
U. S. 6s, 5-20s, c. n. '65.121	122	122	124	123	124
U. S. 6s, 5-20s, reg. '67.	122	122	124	123	124
U. S. 6s, 5-20s, c. 1867.121	122	122	124	123	124
U. S. 6s, 5-20s, reg. '68.	122	122	124	123	124
U. S. 6s, 5-20s, c. '68 .121	122	122	124	123	124
U. S. 6s, Pac.R.R.issu.100	110	111	111	111	111

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

W.28.Th.29.F.30.Sat.31.M.2 Tu.3

Catawissa					
preferred	120	121	122	122	122
Camden and Amboy	120	121	122	122	122
6s, 1870	87	87	87	87	87
6s, 1875	87	87	87	87	87
6s, 1883	87	87	87	87	87
6s, 1889	87	87	87	87	87
mort. 6s, '89	93	93	93	93	93
Elmira & Williamsport	87	87	87	87	87
preferred	87	87	87	87	87
7s	87	87	87	87	87
Lehigh Navigation	37	37	37	37	37
6s, 1884	87	87	87	87	87
Gold L.	96	96	96	96	96
R. R. L.	87	87	87	87	87
Lehigh Valley R.R.	56	56	56	56	56
6s new coup.	94	94	94	94	94
6s new reg.	94	94	94	94	94
Little Schuylkill R.R.	42	42	42	42	42
7s	54	54	54	54	54
Minehill	54	54	54	54	54
Morris Canal	54	54	54	54	54
preferred	54	54	54	54	54
6s, 1876	54	54	54	54	54
North Pennsylvania	88	88	88	88	88
6s, 1880	88	88	88	88	88
7s	88	88	88	88	88
10s, 1887	88	88	88	88	88
Northern Central	50	50	50	50	50
Pennsylvania R.R.	56	56	56	56	56
1st M.	98	98	98	98	98
2d M.	97	97	97	97	97
Penn. State, 6s, 1st series	106	106	106	106	106
6s, 2d series	106	106	106	106	106
6s, 3d series.106	106	106	106	106	106
6s, W. L.	106	106	106	106	106
Philadelphia City, 6s	94	95	95	95	95
new	100	100	101	101	101
Philad. Germ. & Nor.	49	49	49	49	49
Phila. & Reading	49	49	49	49	49
7s, 1893	30	30	30	30	30
Philadelphia and Erie	30	30	30	30	30
6s	86	86	86	86	86
7s	86	86	86	86	86
Schuylkill Navigation	10	10	10	10	10
preferred	20	20	20	20	20
6s, 1882	86	86	86	86	86
6s, 1876	86	86	86	86	86
6s, 1872	86	86	86	86	86
Susq. Canal	86	86	86	86	86
6s, 1878	86	86	86	86	86
Union Canal, pref.	86	86	86	86	86
6s, 1878	86	86	86	86	86
Hestonville, (Horse)	86	86	86	86	86
Chestnut & Wal.	86	86	86	86	86
Green & Coates	86	86	86	86	86
2d and 3d streets	40	40	40	40	40
Spruce and Pine	86	86	86	86	86
13th and 15th sts.	19	19	19	19	19

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

W.28.Th.29.F.30.Sat.31.M.2 Tu.3

Baltimore City 6s, 1875.					
94	94	94	94	94	94
1886	91	91	91	91	91
1890	92	93	93	93	93
1893	92	93	93	93	93
Balt and Ohio	94	94	94	94	94
bonds, 1875	94	94	94	94	94
1880	94	94	94	94	94
1885	84	84	84	84	84
Marietta & Cin. 1st M.	91	92	89	89	85
2d M.	70	70	70	70	71
Northern Central	80	80	80	80	80
bonds, 1885	87	87	87	87	87
1900	87	87	87	87	87
N. W. Va. 1st mort.	87	87	87	87	87
2d mort.	87	87	87	87	87
3d mort.	87	87	87	87	87
City Passenger R. R.	87	87	87	87	87

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

Th.29.F.30.Sat.31.M.2 Tu.3. W.4

Boston and Albany					
145	147	147	147	147	147
Boston and Lowell	141	141	141	141	141
Boston and Maine	141	141	141	141	141
Boston and Providence	134	134	134	134	134
Boston, Hartford & Erie	22	21	21	21	21
7s, new	66	66	66	66	66
Cheshire, pref.	80	80	80	80	80
Concord	75	75	75	75	75
Connecticut River	114	114	114	114	114
Eastern	114	114	114	114	114
Fitchburg	132	132	132	132	132
Manchester & Law'ree	131	131	131	131	131
Michigan Central	131	131	131	131	131
Northern, N. H.	107	107	107	107	107
Ogdens. & Lake Champ.	65	65	65	65	65
pref.	65	65	65	65	65
Old Colony & Newport	99	99	99	99	99
Ph. Wil. & Baltimore	52	52	52	52	52
Port'd, Saco & Ports.	52	52	52	52	52
Vermont & Canada	100	100	100	100	100
Vermont & Mass.	59	59	59	59	59
Broadway (Horse)	59	59	59	59	59
Cambridge	59	59	59	59	59
Metropolitan	65	65	65	65	65
Middlesex	65	65	65	65	65
Central Mining Co.	65	65	65	65	65
Copper Falls	65	65	65	65	65
Franklin	65	65	65	65	65
Huron	65	65	65	65	65
Isle Royale	65	65	65	65	65
National	65	65	65	65	65
Minnesota	65	65	65	65	65
Pewabic	65	65	65	65	65
Pittsburg	65	65	65	65	65
Quincy	65	65	65	65	65

London Stock Exchange.

Closing Prices—

July 9. July 16.

All. & Gt. West. N. Y. sec. 7 per ct.					
1st mort., 1880	60	65	60	65	65
Do. do, 2d mort., 1881	55	60	55	60	60
Do. Penn., 1st mort., 1877	60	65	60	65	65
Do. do, 2d mort., 1882	55	60	55	60	60
Do. Consol. 7 per cent. mort. 1890	25	26	23	24	24
Detroit and Milwaukee 1st mort. 7s.	60	63	60	63	63
Do. 2d mort. 8 p. c.	60	63	60	63	63
Erie shares 100 dol. all paid.	184	184	19	19	19
Do. sterg. 6 p. c. convertible bonds	65	70	65	70	70
Do. 3d mort. 7 p. c. 1883	60	65	60	65	65
Illinois Central, 6 per cent., 1875	—	—	—	—	—
Do. Redemption mort. bonds 6 p. c.	98	100	99	101	101
Do. 7 per cent., 1875	75	80	75	80	80
Do. 100 dol. shares, all paid.	95	95	92	93	93
Marietta and Cin. R. R. bonds 7 p. c.	75	80	75	80	80
New York Central, 100 dol. shares.	95	100	95	100	100
Panama General mort. 7s, 1897	105	107	106	108	108
Penn. R. R. bonds, 2d mort. 6 p. c.	84	85	84	85	85
Do. General mort. 6 p. c. 1910	83	85	84	86	86
Philadelphia and Erie 1st mort. 1881	86	88	86	88	88
Do. with option to be paid in Phila.	86	88	87	89	89

American Railroad Journal.

Saturday, August 7, 1869.

Stock Exchange and Money Market.

Money has been in quite liberal supply and generally easy in price, since our last, on the basis of 5@7 per cent. on call and 7@9 per cent. per annum in the discount form. The city banks, as well as private lenders, have been making freer advances, and have added nearly a million to their loan and discount averages, while they have had their deposits increased about 2¼ millions and their legal tender reserve about 1½ millions. They reduced their specie average about 2¼ millions. The U. S. Sub-Treasury closed the week and month with a cash balance of \$96,621,590, as against \$84,592,816 on the 1st of July. Of this balance, \$77,883,685 were in coin or coin certificates, and \$15,000,231 in currency. The general balance includes transfer accounts, bonds purchased and not stamped, scheduled and forwarded to Washington, being purchase of 28th and 29th of July. Assistant Treasurer Butterfield has made an important reform in the manner of reporting the daily transactions of the Sub-Treasury. He now gives separately the exact amount of the gold and currency receipts, payments, and balances, each day. The reform began on Saturday. The coin in the ownership of the Treasury Depart-

ment at the close of July was \$86,406,770, and on private deposit, in the Treasury vaults, \$36,725,840, making the aggregate coin reserve on the 1st inst. \$103,131,611 against \$110,202,713 on the 1st of July 1869. The currency reserve of the Department at the beginning of August was \$23,381,654, against \$37,097,819 at the commencement of July. The U. S. Sub Treasury closed on Tuesday with a coin reserve of \$77,994,936 and a currency balance of \$15,362,498. The coin reserve in the Boston Sub-Treasury on the 1st inst. was \$1,322,782, or \$19,503 less than a week previous.

The specie reserve of the city banks according to the latest return is \$27,871,933, against \$20,502,737 same time last year. The city bank deposits are now \$196,416,443, against \$228,104,867 week ending Aug. 1, 1868. The legal tender reserve amounts to \$56,101,627, against \$73,638,061 same time last year. The circulation now stands at \$34,068,677, against \$28,957,305 same time last year. The loans are now \$260,580,225, against \$279,311,657 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$102,409,248 a day, against a daily average of \$93,975,840 the preceding week, and \$118,554,690 the week ending with July 17, 1869. The current week's exchanges average about \$108,550,000 a day. The city banks, last week, reported a loss of \$2,207,491 of specie, with an increase of \$2,794,183 of deposits, and \$1,829,765 of legal tender notes. They increased their loans, \$888,336; and reduced their circulation, \$42,121.

The city bank exchanges on Wednesday were \$103,507,190, and the resulting balances, \$4,231,107.

National Bank notes to the amount of \$219,640 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$316,820,670, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$17,037,860, leaving, with the existing 1,620 banks, (having an aggregate capital of \$422,659,260,) an actual circulation at this date, of \$299,782,810. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$343,307,200; and for the public deposits, \$21,504,500—making a total of \$364,811,700. The Treasury Department last week redeemed and destroyed \$343,816 of worn and mutilated fractional currency, and issued \$92,626 of new. The outstanding amount of fractional currency on the 1st of Aug., was \$31,030,300 against \$32,062,528 on the 1st of July.

The U. S. Sub-Treasury receipts, week ending with July 31, were \$10,794,473, including \$2,388,449 from customs duties; payments, \$11,312,906, including \$1,256,836 of coin interest; balance at the close of the week, \$96,621,590, against \$96,079,045 at the close of the preceding week, showing an increase of \$542,445. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$1,258,798, including \$299,645 from customs, and payments, \$599,615, including \$224,738 of coin interest. On Tuesday, receipts, \$993,419, including \$554,000 from customs, and payments

\$678,084, including \$121,758 of coin interest. The balance at the close of business on Tuesday stood at \$94,192,874, including \$15,362,498 of currency, and \$77,994,935 of coin against \$98,226,136 a week previous; and \$95,559,102 on July 21, 1869. The aggregate receipts of the office in July were \$88,513,855 including \$10,502,046 from customs; aggregate payments, \$76,502,624, including \$17,384,486 of coin interest.

The outstanding amount of coin certificates on the 1st of Aug. was \$36,725,840 against \$30,489,640 on the 1st of July. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$563,937 and retired \$2,262,449 through the receipts for customs.

Government revenues have been on a somewhat reduced scale since our last, but yet very liberal for the Summer season. The excises, last week, yielded about 4¼ millions; customs at the port of New York, \$2,388,449, and at the outports about \$775,000 (in coin) more, making the grand total income for the week equal to about \$9,099,742 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 23 millions. In July they amounted to precisely \$21,587,000 against only 16 millions, same month last year.

Gold has been more abundant in the open market, and has been in less confident speculative demand at from 138¾ to 136¾, closing on Wednesday at 135¾. The export drain has been light, checked by the increased offering of foreign exchange, and the depression in the price of bills. The customs inquiry has been moderate, averaging about \$400,000 a day at this port. The customs receipts here in all July were \$10,502,046 against \$9,565,594 in July of 1868. The coin interest disbursements averaged about \$210,000 a day, last week, and were up to \$17,384,486 in all July. Government will market two millions of gold, in the current month of August, according to the announcements already made. One of these millions were disposed of on Thursday, the 5th inst. The specie exports on Tuesday were only \$50,000; on Wednesday, half a million.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 31st day of July, 1869:

Average amt of loans and discounts....\$1,528,594
Average amount of specie..... 649,451
Average amount of deposits..... 1,386,249

The customs of the port on Wednesday yielded \$578,000. The U. S. Sub-Treasury disbursed \$230,876 of coin interest, on that day.

The customs revenue at the port of Boston last week was \$329,891.

The customs demand for Gold last week, averaged \$398,075 a day; thus far, this week, it has averaged \$426,822 a day, or equal to a weekly aggregate of \$2,560,932. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$19,469, and since Jan. 1, \$9,767,172, against \$4,065,006 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$75,425,595, again \$66,470,956 same time in 1868. At San Francisco, from Jan. 1, to July 15th, 1869, \$4,085,421, against \$4,385,731 same time last year.

The exports of specie, from this port, last week, were \$631,765, against \$735,592 same week last

year; total, since Jan. 1, 1869, \$21,926,506, against \$59,688,157 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$1,256,836, and since Jan. 1, 1869, \$62,997,887, against \$59,065,580 same time in 1868. The specie exports from San Francisco, from Jan. 1, to July 16, 1869, were \$22,439,532, against \$21,780,419 same time in 1868. The Alaska from Aspinwall delivered \$65,833 of California gold, here, on Monday.

The U. S. Treasury receipts from customs at all ports from July 1, to July 31, were about 16½ millions.

Foreign exchange has been in better supply and less request at rather easier rates. Bankers' prime sixty day bills on London closed on Wednesday at 109¾@110¼, and on Paris to 5.18¾@5.13¾; sight bills on London to 110¼@110¾, and on Paris to 5.13¾c.@5.11¼. The offering of produce bills has been fair this week. The week's exports of domestic produce have been to the currency value of \$3,934,358, making the total since Jan. 1, 1869, \$108,890,473, against \$99,079,580 same time last year.

Government securities have been further advanced in price, chiefly by the demand from speculative buyers, and the anticipation of a further large purchasing call for the Five-Twenty bonds, from the Treasury Department. It was announced early on Monday that Secretary Boutwell will buy in some ten millions of 5-20 bonds during the current month, two millions for the sinking fund, and eight millions extra, to be held in reserve, and to await the action of Congress. The bonds will be bought in as follows: Two millions each on the 5th, 11th, 18th, and 25th. One million each on the 12th and 26th, the latter two for the sinking fund purposes. The offerings of bonds in the open market have been quite limited at even the ruling high prices. The last Public Debt statement for August 1, shows an additional net liquidation of \$7,435,744, excluding as Treasury obligations the U. S. currency six per cent. bonds, issued in aid of the several Pacific R. R. enterprises. The total purchases of bonds during the month of July amounted to \$17,912,500, of which only \$2,000,000 has been on account of the sinking fund, the balance being bought subject to the ultimate sanction of Congress. The coin in the Treasury has diminished \$7,071,101, and the currency on hand has declined \$13,716,164, mainly owing to the large purchases of bonds. The Treasury, however, held on August 1, \$23,381,654 of currency. The two millions of Five-Twenties bought in on Wednesday at the Sub-Treasury were at from 121 05@121 71. The aggregate offerings to the office on that day were over four millions.

U. S. sixes of 1881 closed here on Wednesday at 124¼@125; U. S. Five-twenties of 1862, ex-coupon, 125¼@125¼; U. S. Five-twenties of 1864 at 123¾@123¾; U. S. Five-twenties of 1865 at 124@124¼; U. S. Five-twenties of 1865, consolidated, 122¾@122¾; U. S. Five-twenties of 1867, 122¾@123; U. S. Five-twenties of 1868, 122¾@122¾; U. S. Ten-forties at 115¾@116¼; U. S. Six per cent. currency bonds, 111¼@111¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 21.	July 28.	Aug. 4.
Consols	93½	93½	93
U. S. 5-20's of 1862...	83½	83½	83½
Erie	19	18¾	19¾
Ill. Central	94½	93¾	94½

Railway and miscellaneous stocks have been quite freely dealt in, since our last, but prices have been unusually variable. The death of Mr. Keep, led to rather extensive speculative sales of North Western shares, but the market rallied promptly and sharply, acquiring even more notable buoyancy than had previously prevailed. The latest dealings in Railway property showed a weaker market.

There has been a rather more generally active trade in domestic produce, and prices have been quoted stronger, in several instances, particularly in the line of Flour, Wheat, Cotton, Pork, and Lard. Middling upland cotton closed rather more buoyantly on Wednesday at 33¾ cts. per lb. The stock of cotton now here is estimated at about 25,000 bales. The receipts at the port this week, have averaged about 350 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,301,000 bales, against 2,333,000 bales same time in 1867-'8; exports, same time 1,428,500 bales, against 1,661,000 bales same time in 1867-'8; stock on hand at latest dates, 44,500 bales, against 75,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 15,646 pkgs., against 14,145 pkgs., same time last year. From Boston, 5,943 pkgs., against 6,385 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in market demand, at from 9@16c., per lb.; week's receipts, 7,428. Milch cows, dull at from \$40@110 each, receipts, 83. Veal calves in fair request at from 6@11c. per lb.; receipts, 2,983. Sheep and lambs in demand at from 4@7c., and 8@10c. per lb.; receipts, 29,906. Swine quiet at from 9¾@10½c. per lb.; receipts, 19,686.

Foreign goods have been rather more freely dealt in and quoted stronger as to price.

Freights have been more active and quoted firmer. For Liverpool we quote flour at 2s. by sail, and 2s. 4½d.@2s. 6d. by steamer, per bbl.; grain at 7¼@7½d. by sail, and 8½@8¾d. by steamer, per bushel; cotton at 5½@5¾d. by sail, and ¼d. by steamer, per lb.; and heavy goods 20s. @35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 462.

The New York exports, exclusive of specie, for the week ending Aug. 3, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$2,505,994	\$3,934,358
Prev. reported	96,573,586	104,956,115
Since January 1	\$99,079,580	\$108,890,473

The imports for the week ending July 31, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$2,185,819	\$2,649,371
Gen. merchandise	3,509,347	3,158,141
Total for the week	\$5,695,166	\$5,807,512
Previously reported	139,478,368	178,591,639

Since January 1

The balance in the Sub-Treasury on Wednesday was \$94,640,032 61.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. 7s, guar. by Mo., 91½; Central Pacific R. R. 6s, 97¼; New Jersey Central 1st mort., 99; do., new bonds, 95¼; N. Y. and N. Haven R. R., 135; do., 6s, 96¾; Toledo, Wabash and Western consol. bonds, 82; Mil. and St. Paul, 1st mort., Iowa Division, 87½; Dubuque and Sioux City R. R., 104½; Georgia 6s, 84; do., 7s, 91; South Carolina 6s, new, 62½; Alabama 8s, 93¾; Louisiana 6s, 71; do., Levee bonds, 64½; do., 8s, Levee bonds, 85; N. Y. State 7s, Bounty Loan reg., 109; Western Union Telegraph, 38½; Lehigh and Susq. Coal, 0.79; Adams' Exp. Co., 59; Wells-Fargo Exp., 20½; Am. Mer. Union Exp., 41; U. S. Exp., 63½; Benton gold, 0.13; Bennehoff-Run pet., 0.30; Central pet., 0.65; Consolidated Gregory gold, 2.10; Grass Valley gold, 0.47; La Crosse gold, 0.20; Montana gold, 0.13; Nye gold, 0.22; Northern Light oil, 0.45; Pit Hole Creek oil, 1.75; Quartz Hill Gold, 1.10; Rathbone oil, 0.43; Smith and Parmalee gold, 2.75; Tudor Lead, 3.75; United States Farm pet., 0.19; United States pet., 0.75; Walkill Lead, 0.10.

Philadelphia.—Oil Creek and Allegheny River R. R., 40; Phila. and Reading 6s, 1843-80, 84; West Jersey 6s, 83; West Chester R. R., 8s, 90; New Jersey 6s, free 101; Camden and Amboy scrip, 64; Lehigh Nav. conv. Loan, 81; Chesapeake and Delaware Canal 41; Schuylkill Nav. Boat Loan, 71; St. Nicholas Coal, 3¼; New York and Middle, 5; McClintock, oil, ½. The latest quotations are: City 6s, 95¾@96¼; do., free of tax, 100¾@101; State 5s, coupon, 94@95½; do., reg., —@96; do., 6s, W. L., 100@—; do., 1st series, 103@104½; do., 2d series, 106@—; do., 3d series, 108@—; Reading, 48¾@49; do., 7s, 1898, 105½@106½; do., 6s, 1880, 88@89; Camden and Amboy, 121½@122; do., mort. 6s, 1889, 93½@94¼; do., 1883, 85@85½; Penn. R. R., 56¾@57; do., 1st mort., 98@99; do., 2d mort., 97½@98; Little Schuylkill R. R., 42@42¾; Morris Canal, 28@30; do., pref., 60@63; do., bonds, 79@81; Susquehanna Canal, 10@12½; do., 6s, 53@54½; Sch. Nav., 10@10¼; do., pref., 20@20½; do., 6s, 1882, 65@65½; Delaware Div. Canal, 50@50½; do., bonds, 81@83; Elmira and Williamsport, 30@—; do., pref., 40@42; do., 7s, 1873, 88½@89½; do., 5s, 59@60; Lehigh Coal and Navigation, 36¾@36¾; do., 6s, 1884, 83¼@83¾; do., R. R., Loan, 87¼@87¾; do., Gold Loan, 96¾@97; North Pennsylvania, 36@38; do., 6s, 88@89; do., Chattle 10s, 111@111; Philadelphia and Erie, 80¼@80¾; do., 6s, 88@89½; Minehill, 53½@54; Catawissa, 13@15; do., pref., 37@37¾; Lehigh Valley, 56¾@57; do., 6s, new, 93½@94; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 46@46½; West Philadelphia, 60@61¼; Spruce and Pine, 26@27; Green and Coates, 38@39; Chestnut and Walnut, 47¼@48; Thirteenth and Fifteenth, 19½@19¾; Girard College, 28@30; Tenth and Eleventh, 70@71½; Union, 44@—; Hestonville, 12@12½.

Boston.—Eastern R. R. 6s, 1889, 96; do., 1885, 94; do., 1874, 96; Vermont Central 1st mort., 85; do., 2d mort., 40; Union Pacific 6s, 88½; Old Colony and Newport 6s, 1876, 94½; do., 7s, 1877, 101¾; Boston and Lowell R. R. 6s, 1879, 96½; Phila., Wil. and Balt. 6s, 1871, 97; do.,

1876, 90½; Cedar Rapids and Missouri R. R. 7s, 92½; Vermont Central and Vermont and Canada 8s, 1889, 101½; Cincinnati, Sandusky and Cleveland 7s, 1890, 74; Boston and Maine 6s, 99; Union Horse R. R., 98; Summit Branch, 21¾; Burlington and Missouri R. R., 85; Boston Water Power Co., 15½; Cary Imp. Co., 7½; Maine 6s, 1889, 99¼; New Hampshire 6s, 99½; Massachusetts 6s, 1872, gold, 124½; do., 1876, gold, 122; Chicago 7s, 97½; Augusta 6s, 1887, 92; Cincinnati 7 3-10s, 1889, 102½; Cook Co., Ill. 7s, 97¼; St. Louis Co. 7s, 94¾; Bangor 6s, 1894, R. R. Loan, 87¾; Charlestown 6s, 1888, 99; Salem 6s, 1877, 98¼; Augusta 6s, 1887, 80¼; Allouez Mining Co., 3.

Baltimore.—Richmond and Danville bonds, 73½; Memphis City bonds, 49¾; Maryland Defense Loan, 101; Central and Ohio 1st mort., 80½; Orange and Alexandria 2d mort., 73. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89@89; Balt. and Ohio, 122@121; do., 6s, 1875, 92@92½; do., 1880, 91@91; do., 1885, 93½@93½; Northern Central, 50½@50¾; do., 6s, 1885, 87@87; do., 1900, 84¼@—; do., 6s, 1900, gold, 99¼@—; Parkersburg Branch, 23@23¼; N. W. Va. 1st mort., 93@93½; do., 2d mort., 92@93; do., 3d mort., 1885, 86@88½; Marietta and Cincinnati 7s, 1892, —@89¼; do., 2d mort., 70¾@71; Central Ohio, 25@29¾; do., 1st mort., 81@82; Western Md. 6s, 1890, 69½@70; do., guar., by Baltimore City, 90@93; do., 2d mort., guar., 90@—; do., 6s, pref., 48½@50; do., 6s, guar., by Washington Co., 78@80; Richmond and Danville bonds, 72½@73¼; Baltimore 6s, 1875, 94@94; do., 1886, 92¼@92½; do., 1890, 93¾@94; do., 1893, 91@92; do., 5s, 1838-70, 73@78; Memphis City 6s, 49½@50; City Passenger R. R., 19@20; George's Creek Coal, 68@72½; Santa Clara, 1.50@2.00; Atlantic Coal, 2.90@3.00.

The earnings of the Great Western Railway of Canada, for May, 1869, were \$316,327 66, and the working expenses, including renewals, \$184,810 60—leaving net, \$131,517 06. In May, 1868, the earnings were \$306,318 47, the expenses, \$179,989 78, and the net earnings, \$126,328 69 showing an increase in earnings of \$10,019 19, in expenses, \$4,820 82, and in net earnings, \$5,188 37. After deduction of loss by exchange, proportion of interest charge, &c., the net profit for the four months to 30th May, is \$114,597, against \$90,740, obtained in the corresponding period of last year.

Proposals will be received at the office of the Chief Engineer of the Cumberland Valley Railroad, in Hagerstown, Md., until Wednesday, the 11th of August for the construction of about eight miles of road from Hagerstown to the Potomac River.

A mortgage of the Philadelphia and Erie Railroad for \$20,000,000 has just been entered in the Recorder's office at Erie, Pa. The object of the mortgage is to raise money for building a double track from Erie to Philadelphia.

Track laying on the Memphis and Little Rock Railroad is progressing rapidly west of Forest City.

The Savannah, Skidaway and Seaboard Railroad was formally opened on the 22d ult.

Port Huron and Chicago Railroad Line.

A NEW ROUTE BETWEEN NEW YORK AND CHICAGO.

The work on this line is being pushed in good earnest. Eastward from Battle Creek, and westward from Port Huron, the hammers of the track laying parties are resounding incessantly, and the iron to keep them supplied is constantly going forward—more than 2,500 tons having been shipped during the past month. Engines and cars are already on the line, and others are now being manufactured. At the present rate of progress, the road will be complete from Port Huron to Flint, (65 miles,) and in operation, in season for the Fall business this year, and through to Battle Creek before January 1st.

Westward of this point the road is ready for the superstructure, and track laying will follow in due course.

This line comprises four roads, viz: the Port Huron and Lake Michigan Railroad, the Peninsular Railway of Michigan, and the Peninsular Railroads of Indiana and Illinois, running from Chicago to Port Huron, and there connecting with both the Grand Trunk and Great Western Railways of Canada, for Buffalo or Suspension Bridge; thence over the New York Central or Erie road, making the shortest of the through routes between New York and Chicago.

In addition to its through travel, the local business of the line must be very large. The western part of the route is through an agricultural district as rich as any in the West, and it passes many large and prosperous towns. The eastern portion will transport the lime, salt and gypsum from the Grand River and Saginaw, and it brings within reach of a market the vast forests of pine and hard wood timber which exist in this part of Central and Northeastern Michigan.

Better than all, the line is in the hands of shrewd and practical men, who know how to push through such an enterprise, and who, knowing how, are determined to do it.

The entire track of the Raritan and Delaware Bay Railroad, lying between Raritan Bay and the Camden and Atlantic track, and all the lands, permanent way, rails, stations, wharves, rolling stock and fixtures, are to be sold on the fourteenth of September next. It is said that parties are ready to purchase, if sold at a reasonable figure, who will put it in running order and commence operating it again.

The directors of the Portland and Ogdensburg Railroad have voted to locate the road from Portland as far as the foot of Sebago Lake, crossing the Presumpscot River at or near Cumberland Mills, thence up the valley on the east side of the river to a point between the falls at Gambo and Leavitt's Falls, thence westerly to the lake. The engineer was directed to receive proposals for its immediate construction.

BANKS AND FINANCE. The third edition of the "Merchants' and Bankers' Almanac for 1869," has been issued at No. 41 Pine street, containing lists of six thousand bankers, three hundred Savings Banks, 850 Insurance Companies throughout the U. S., Prices of Staple Commodities for forty years, daily price of Gold, and fluctuations of Stocks and Bonds, Price two dollars.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.		
	1868.	1869.
Manufactures of wool....	\$1,113,286	\$1,161,130
" cotton....	892,639	1,086,269
" silk....	1,286,243	1,437,990
" flax....	596,587	615,433
Miscellaneous dry goods..	339,598	488,247

Total entered for consump. \$4,228,253 \$4,789,069

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool....	\$834,730	\$591,054
" cotton....	145,656	238,352
" silk....	238,794	234,214
" flax....	225,897	241,080
Miscellaneous dry goods..	36,252	68,809

Total withdrawn from warehouse \$1,481,829 \$1,373,459

Add entered for consump. 4,228,253 4,789,069

Tot. thrown on the market. \$5,709,582 \$6,162,528

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	\$1,422,274	\$1,644,961
" cotton....	324,188	429,887
" silk....	614,031	641,480
" flax....	320,341	345,646
Miscellaneous dry goods..	62,460	85,427

Total entered for wareh'g. \$2,743,294 \$3,147,401

Total entered for consump. 4,228,253 4,789,069

Total entered at the port. \$6,971,547 \$7,936,470

The imports of foreign dry goods at New York for seven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool...	\$7,361,100	\$9,266,851
" cotton...	6,158,939	9,215,771
" silk....	9,359,689	11,868,214
" flax....	4,672,698	5,923,423
Miscellaneous dry goods.	3,298,522	4,039,588

Tot. entered for consump. \$30,845,948 \$40,313,847

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool...	\$5,825,806	\$5,622,471
" cotton...	2,859,762	2,660,033
" silk....	2,284,657	2,348,394
" flax....	3,027,177	2,848,674
Miscellaneous dry goods.	1,092,483	841,960

Total withdrawn from warehouse \$15,089,885 \$14,321,532

Add entered for consump. 30,845,948 40,313,847

Total thrown on the market \$45,985,833 \$45,635,379

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	\$6,055,151	\$7,073,199
" cotton....	2,421,551	2,997,349
" silk....	2,380,469	3,057,044
" flax....	2,083,168	3,213,769
Miscellaneous dry goods.	1,075,084	765,094

Total entered warehouse \$14,015,423 \$17,106,455

Add entered for consump. 30,845,948 40,313,847

Total entered at the port. \$44,861,371 \$57,420,302

The Plymouth branch of the Philadelphia, Germantown and Norristown Railroad, has been put into operation, and passenger trains are run between Conshohocken and Corson's line kilns, on the Plymouth and Horsham Turnpike. A further extension is now in progress, by which a junction will be formed with the North Pennsylvania Railroad, about a half mile north of Edge Hill Station.

Imports of General Merchandise.

Below we give a comparative statement of the imports of a few leading articles of general merchandise at New York from foreign ports for the quarter ending June 30:

	1868.	1869.
Books	\$242,175	\$368,589
Buttons	324,889	245,144
Cheese	60,464	67,814
Chinaware.....	96,199	177,872
Cigars.....	152,928	221,739
Coal	48,671	79,240
Coffee	4,825,547	4,839,180
Cotton.....	21,971	100,238
Earthenware....	495,552	743,257
Furs	974,120	907,827
Glass plate.....	255,485	311,892
India rubber....	597,417	826,087
Indigo.....	361,958	452,691
Leather & dres'd skins	1,002,143	1,641,081
Undressed do....	1,522,785	2,973,924
Liquors—Brandy...	114,762	252,123
Metal—Copper ore...	4,142	3,038
Iron, bar	622,068	764,536
Iron, pig.....	158,804	303,379
Iron, R. R. bars...	1,148,155	2,169,576
Iron, sheet.....	30,126	60,433
Lead	645,329	893,406
Spelter.....	111,157	160,519
Steel.....	868,769	681,930
Tin, slabs.....	413,687	214,294
Tin plates.....	1,741,053	2,625,185
Zinc	39,647	129,095
Molasses.....	12,132,090	2,174,748
Oils—Linseed.....	89,194	6,811
Rags	324,307	458,951
Salt	113,446	138,748
Sugar	12,832,183	17,814,216
Tea	3,043,562	5,600,423
Watches.....	459,871	524,177
Wines, unspecified...	402,855	915,952
Wool and waste	446,174	833,637

Journal of Railroad Law.**RAILROAD COMPANY—DEATH OF PASSENGER.—****WHEN RIGHT OF ACTION IS BARRED.**

The case of *Andrews Admr. vs. The Hartford and New Haven Railroad Company*, [34 Conn. 37] was an action under the statute, which gives a right of action to the executor or administrator of a deceased person killed by the negligence of a railroad company, for the benefit of the wife and children or heirs of the deceased; such suit to be brought within one year after the cause of action arises. The declaration alleged that the plaintiff was the administrator of George Andrews deceased, and that he was injured while a passenger on the cars of the defendants, by reason of the negligence of the defendants, on the 29th day of December, 1864, and soon after died in consequence thereof. The suit was brought June 14th, 1866, to the Superior Court for New Haven County.

The defendants pleaded in the bar that the suit was not brought within one year after the cause of action arose. The plaintiff replied that he was appointed administrator of the deceased as alleged in his declaration, and that the suit was brought within one year thereafter. To this replication the defendants demurred.

The following is the opinion by

BUTLER, J.—The only material question in this case is whether the action was barred by any statute of limitation.

It is founded on section 544 of the act relating to communities and corporations. The section provides in substance that where a life is lost by reason of the negligence of a railroad company, such company shall be liable to pay damages not

exceeding five thousand nor less than one thousand dollars, to the use of the executor or administrator, in an action on that statute, for the benefit of the husband, or widow, or children, or heirs, as the case may be.

It is immaterial, as we have before had occasion to observe, whether a new action is thus given in substitution of the right of the administrator to sue for the injuries which occasioned the death and on behalf of the estate generally, or whether it is a limitation and regulation of the then existing right of action in favor of an executor or administrator for such injuries. The effect of the regulation, if that is its character, is not only to fix the amount of damages and limit them to the use of the relatives, but to take away by implication the right of the executor or administrator to sue for the benefit of the estate generally. Such was clearly the intention of the General Assembly. No suit can now be brought by an administrator or executor, founded on the injuries which occasioned the death alone; and a declaration averring the negligence and injury without averring the consequent death, would be bad on demurrer or motion in arrest. We are all satisfied therefore, that as death is an essential precedent to the existence of any right of action the statute of limitations cannot begin to run until that event has happened.

The cause of action here would have been perfect on the happening of the death, and under section 546 would have been barred at the end of one year from the happening of that event, if an ordinary case, or there had been an executor. But it is a rule of law recognized by the Court in *Hobard vs. Connecticut Turnpike Co.*; 15, Conn. 145, that a cause of action accruing to an administrator after the death of the intestate, is not complete and does not arise and exist so that the statute of limitations can begin to run upon it, until an administrator is appointed who can bring suit. And the legislature seem to have had that rule in view when they enacted the statute; for they did not say that the action should be barred unless commenced within one year from the death, or the happening of the events, for which it is given, but unless "commenced within year after the cause of action shall have arisen." Inasmuch then as under a well settled rule no cause of action can arise and exist in favor of an administrator until he comes in existence as such, and this suit was brought within one year after the plaintiff received his appointment, it was not barred, and the court below erred in sustaining the demurrer. The Superior Court is therefore advised that there is manifest error in that respect in the record and that judgment should be reversed.

In this opinion the other judges concurred.

The Lafayette, Bloomington and Munice Railroad has been organized by the election of Moses E. Fowler, John Purdue, Martin L. Pierce, Owen Ball, W. S. Lingle, James Telford, W. J. Templeton, John Green, Joseph Green, Joseph S. Ruckles and C. E. Shipley, Directors. The officers are Adams Earl, President; H. W. Chase, Secretary, and H. T. Ample, Treasurer.

The Scranton Republican says that the Lehigh Valley Railroad is expected to be completed from Tunkhannock to Towanda during August next.

SEVEN PER CENT. GOLD FIRST MORTGAGE CONVERTIBLE BONDS

OF THE

Danville, Urbana, Bloomington and Pekin Railroad Company OF ILLINOIS,

Principal and Interest payable in Gold at the Farmers' Loan and Trust Company, New York. Coupons payable April and October.

FREE OF GOVERNMENT TAX.



The Danville, Urbana, Bloomington and Pekin Railroad, upon which property these bonds are issued, is now in process of construction, its termini being the cities of Danville and Pekin, both in Illinois. The length of the road is 117 5/100 miles; its capital stock \$3,000,000. The grading, bridging, and all the work necessary to perfect a complete roadway has been already done, and the whole line is ready for the rails. These are rapidly being put down, and a portion of the road is now in successful operation. It is expected that the whole road will be completed early the coming autumn.

These bonds are convertible into stock at par, at the option of the holder, and may be registered in the name of the owner, at any time if desired. The total amount of bonds is limited to \$2,000,000. The security offered is, as we shall show, the very best. Already sums, nearly equal to the total amount of bonds to be issued, have been expended on the road. The bonds, averaging less than \$18,000 per mile, are secured by a first mortgage on the whole road, and entire property of the company. The road runs East and West on the line of the principal and oldest emigrant-road in the State, passing through several populous towns and cities, and the richest agricultural district in Illinois—in a word, through the garden of the Garden State. Its local business alone will suffice to make it a first-class paying road; while, with its connections with many principal lines, its through trade must be such as to make it one of the most profitable in the country.

The road will be consolidated with the line from Danville to Indianapolis, making a line of 210 miles. At Indianapolis, connection will be made with all the through lines to New York and Baltimore; at Danville with the Toledo, Wabash and Western. In fact the road will form a main link in the direct communication of the principal Atlantic cities with southern Illinois, with Keokuk and Burlington, Iowa, and thence with Omaha and the Pacific.

It will complete a direct line from Boston to

Peoria, Keokuk, Burlington, Omaha and the far West, via Albany, Buffalo, Cleveland, and the Bellefontaine Railroad to Indianapolis and Danville, or via Toledo and Wabash and Western Road.

It will form the most direct line from New York to the same points West via the New York Central, Lake Shore and Bellefontaine Roads, to Indianapolis and Danville; or via the Erie, Atlantic and Great Western, to Dayton, Ohio; and via Indiana Central, to Indianapolis, Danville, Bloomington, &c.; as well as from Philadelphia, via the Penn. Central to Harrisburg, Pittsburg, Columbus, Dayton and Indianapolis.

It will form an important link in the communication of Baltimore and the South with the Great West, the North West and the Pacific, via Baltimore and Ohio Railroad, to Parkersburgh, Cincinnati, Indianapolis, Danville and Peoria.

Thus with the combined advantages of a certainty of a remunerative local business and a through business, which, as a connecting link to so many diverging and principal lines, it must necessarily have, it is reasonable to presume that the earnings of this road must exceed, in proportion to its length, those of any other railroad in Illinois. The following table shows the earnings of some of the principal railroads in Illinois:

Railroads.	Gross Miles	Earnings, road.	per mile.
Chicago, Alton and St. Louis.....	83,892,861	280	\$13,900
Chicago and Northwestern.....	11,712,248	1,152	11,670
Chicago, Rock Island and Pacific.....	4,105,103	410	10,012
Toledo, Wabash and Western.....	3,783,820	621	7,261
Illinois Central.....	7,100,991	708	10,115

It is safe to estimate the receipts of the Danville, Urbana, Bloomington and Pekin R. R. for the first year, at \$12,000 per mile, or on 117.05 miles, \$1,404,600.

FIRST YEAR.

Receipts as estimated.....	\$1,404,600
Estimated expenses as follows:	
Operating expenses, 50 per cent.....	\$702,300
Interest on \$2,000,000 gold bonds 7 per ct. 140,000	
Premium, 40 per cent, on \$140,000 gold.....	56,000
Set aside as Sinking Fund.....	10,000
	908,300
Leaving a net profit over interest and expenses.....	\$496,300

or over 6 per cent. for dividends on the capital stock the first year of its operation. Without doubt, a progressive increase thereafter, each year, would be the result. The geographical location of the road is alone sufficient to convince all of its great value and usefulness.

The stock of the Rock Island and the Illinois Central, the Chicago and Alton, Burlington and Quincy Roads, are all selling at from above par to nearly 200, while none of them are more favorably located, and the competition of them all is much greater than this can have. There is no reason why the stock of this road shall not sell as high as either of the above. Hence the privilege of converting these bonds into stock of this Company at par at any time desired greatly increases their value.

After having personally and thoroughly examined this road, we accepted the agency for negotiating its bonds. We now offer them at 95 and accrued interest in currency. With the utmost confidence we recommend them as a reliable and safe security and profitable investment.

At the present price they pay 10 per cent. currency,—over 45 per cent. more than the same amount invested in Five-twenty Bonds,—besides the advantage of being free from tax, and the prospect of a speedy advance in the stock of the road on completion, into which they may be converted.

Government Bonds and Gold received at their market value in exchange without commission. Bonds forwarded by Express free of charge.

Full particulars furnished by the undersigned, Financial Agents of the Company.

TURNER BROTHERS, Bankers,
14 Nassau Street, New York.
New York, July 22, 1869.

Work has been commenced on the new passenger depot for the Susquehanna Railroad Company at Binghamton. It is to be a brick structure, French style of architecture, and covered with slate.

Pennsylvania Tonnage Tax.

The Supreme Court of Pennsylvania, sitting at Harrisburg, has just decided the following cases: Commonwealth vs. Philadelphia and Reading, Erie Railway, Lackawanna and Bloomsburg, Monongahela Navigation Company, and the Cleveland and Pittsburgh Railroad companies—five cases in all. Error to the Court of Common Pleas of Dauphin county. The question involved herein is stated by the Court, as follows: "The question before us arises under the act of the Legislature of Pennsylvania, approved August 25, 1864, entitled 'An act to provide additional revenue for the use of the commonwealth,' P. L. 1864, p. 988. It is solely a revenue law, has no other purpose, and is in substance, this: That the financial officers of all railroad, steamboat, canal, slack-water navigation and transportation companies (excepting turnpike, plankroad and bridge companies), upon whose works freights are transported by themselves or others, for freights or tolls, shall make quarterly returns to the Auditor-General, stating fully and particularly the number of tons of freight carried over or upon their works, and shall pay to the State Treasurer, for the use of the commonwealth, a tax on each 2,000 pounds of freight so carried at rates designated in the act, and founded on a classification of the freights, so as to distinguish between the heavy and bulky and the lighter kinds, and thus to graduate the tax equitably in order to meet the greater expense of transportation. This act also confines the tax upon freight carried over continuous lines by several companies to a single one, to be designated by the Auditor General, so as not to charge the tax twice on freights carried over the same line of improvements. The corporations, defendants in the foregoing cases, dispute the validity of this tax, alleging that it is a regulation of commerce or an impost act beyond the power of the State."

The decision of the Court is embraced in the annexed extract:

The act we are now considering is in no sense a regulation of commerce or an attempt to tax interstate commerce. It is the lawful exercise of State power over creations and uses brought into existence by her own authority; a proper tax upon the use of the franchises granted by her for the benefit of all alike who employ them, and in consideration of valuable privileges and facilities furnished to them by her authority and permission. The subject is wholly internal, and the imposition equal in its operation and equitable in its distribution; while to exempt freight passing out or coming into the State from its operations would be unjust discrimination against our own citizens and in favor of the citizens of other States. The case is not rested on the debatable ground of State power to regulate interstate commerce in the absence of Congressional legislation on the same subject, but on the admitted right of a State to execute its power of eminent domain in the construction of works for the transportation of freight and passengers, and to legislate and tax their use by those who choose to employ them as undoubted subjects of her domestic affairs and of that internal commerce which she can rightfully control so long as she do not fraudulently exercise her power to the injury of the citizens of other States.

For these reasons the judgments in all the cases are reversed and writs of *venire facias de novo* awarded in the case.

RAILROAD TIES.

CYPRESS, JUNIPER, WHITE OAK AND CHEST-NUT, delivered at any shipping point, for sale by DARRELL & NASH, 83 Pearl st.

**BURLEIGH'S PATENT
Pneumatic Rock Drill**

Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.), Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1 1/2 to 5 1/2 inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

J. T. & W. H. DALY,

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General Agents for the United States and Europe.

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NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

A SEVEN PER CENT. GOLD LOAN.

\$6,500,000.

The Kansas Pacific Railway now in successful operation from Kansas City to Sheridan, proposes to build an extension to Denver, Colorado. The Government has granted Three Millions of Acres of the finest lands in Kansas and Colorado, which are mortgaged for the security of a loan of

\$6,500,000.

This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country and connect it with the great markets of the East. It is considered to be one of the best loans in the market.

EVEN BETTER IN SOME RESPECTS THAN GOVERNMENT SECURITIES.

The loan has thirty years to run, principal and interest payable in gold, semi-annually in either Frankfort, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 90, with accrued interest.

Circulars, maps, and pamphlets sent on application.

DABNEY, MORGAN & CO.,

53 Exchange Place, N. Y.

M. K. JESUP & CO.,

12 Pine street, N. Y.

4t30

Proposals for Bridging!

SEALED PROPOSALS WILL BE RECEIVED AT this Office until 12 M., Saturday, August 7, 1869, for the bridging and timber work on the line of the Tebo and Neosho Railroad between Sedalia and Clinton.

Bids on bridging will be per lineal foot. Bids on timber work, such as open culverts, road crossings, and cattle guards, will be per 1,000 feet B. M., in place.

Plans and specifications can be seen at this office. Bidders at a distance can obtain the same by correspondence.

Proposals for the entire line will also be considered. The right to reject any and all bids is hereby reserved. Bids should be endorsed "Chief Engineer, Tebo and Neosho Railroad. Proposals for bridging."

A. C. MARVIN, Pres't T. & N. R. R. Office Chief Engineer, Sedalia, Mo., July 15, 1869.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—Very thorough instruction in Civil and Mining Engineering, Chemistry, Metallurgy, and Natural Science. Graduates obtain desirable positions. Re-opens Sept. 8. For annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

GRINDSTONES.

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GRINDSTONES.

New Castle, Wickersley, Nova Scotia and Ohio Grindstones

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Highest Market rates paid for all Southern and Western Securities.

Money Advanced on Stocks, Bonds, and Real Estate.

TO RAILROAD CONTRACTORS. Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place,
New York, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until **September 1st, 1869**, when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the **FIFTEENTH OF AUGUST, 1869**, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Railroad and Machinery SUPPLIES.

F. P. CORBY & CO.,
107 North Second St., St. Louis, Mo.
PILE DRIVING, PORTABLE AND STATION-
ARY ENGINES, R. R. Station and Steam
PUMPS, SPIKES, CHAIRS, FISH PLATES, BOLTS,
NUTS, Washers, Steam GAUGES, SPRING BAL-
ANCES, Head Lights and Lanterns. Contracts made on
favorable terms for RE-ROLLING or NEW RAILS.
BEST PRICES obtained for OLD RAILS and all kinds
of IRON and METALS.

MACHINERY SALE.

THE JERSEY CITY LOCOMOTIVE WORKS CO.
offer for sale their entire stock of MACHINERY,
TOOLS and ENGINEERING PLANT.

The machinery was procured from celebrated manu-
facturers, and has been kept in the best of order. Any in-
formation relating thereto will be furnished, together with de-
scriptive catalogue and price list, on application to the
Company's Agent,

WILLIAM S. AUCHINCLOSS,
Office corner Steuben & Warren sts.,
4130
Jersey City, N. J.

S. A. MARTINE & CO.,

11 Warren-Street,
NEW YORK,

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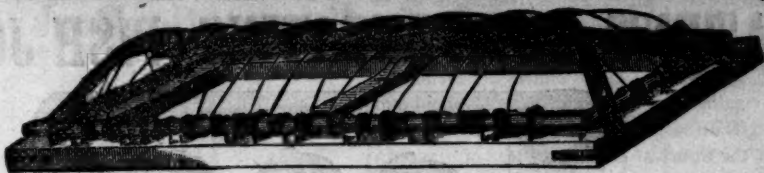
Railway Car and
Carriage Linings,
PLUSHES,

Moquettes, Seat Duck, &c.

WHEEL BARROWS,

and Store Trucks. Pugsley & Chapman, 30 Platt street,
New York. Wheels, Trays, Handles, &c., always on
hand. Iron Wheels to order.

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MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

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E. TROWBRIDGE, Treasurer. **DETROIT.**
C. A. TROWBRIDGE, General Agent. 37 William Street, NEW YORK.

RAILROAD IRON.

1,000 TONS 45 lbs. Erie Pattern.
2,000 Tons 56 lbs. Fishing Pattern.
400 Tons 60 lbs. Bessemer Steel Rails.
In Port and for sale by

DANAS & LITCHFIELD,
18 William st., N. Y.

WOOD, LIGHT & CO.,

MANUFACTURERS OF

ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
Nasmyth's Steam Hammers, Gun Machinery,
Mill Work, Shafting and Hangers, Patent
Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City.
Manufactory, Junction Shop, Worcester, Mass.

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Belting and Packing Co.,

MANUFACTURERS OF

VULCANIZED RUBBER FABRICS,

Adapted to Mechanical Purposes.

Patent Smooth Belting. (Patented Nov. 27, 1859),
vulcanized between layers of a patent metallic alloy, by
which the stretch is entirely taken out, the surface made
perfectly smooth, and the substance thoroughly and even-
ly vulcanized. This is the only process that will make
reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any
required pressure.

Steam Packing in every variety, and warranted to
stand 300 degrees of heat.

Solid Emery Vulcanite—Wheels made of this
are solid, and resemble stone or iron; will wear out hun-
dreds of the ordinary wheels.

Directions, Prices, etc., can be obtained by mail or
otherwise.

JOHN H. THEEVER, Treasurer.
Warehouse, 37 & 38 Park Row, N. Y.

Notice to Contractors.

**THE PARKTON AND MANCHESTER RAIL-
ROAD COMPANY** will receive PROPOSALS
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MASONRY and BRIDGING, in mile sections or the
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SHOWING THEIR MILEAGE, STOCKS, BONDS,
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with a sketch of their Rise, Progress, Influence, etc.—To-
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PATENT CAR SEAT.

The undersigned respectfully notify managers of rail-
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fringements of the above patent.

Having been informed that one Carr has been manu-
facturing this seat, and that he is offering it for sale to railroad
companies, we hereby notify them that said Carr has no
authority from us to manufacture or sell these seats, and
all purchasers from him or any person, not an authorized
agent of this Company will be prosecuted to the full ex-
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WHIPPLE MANUFACTURING CO.

Per **E. Trowbridge, Treas.**

DETROIT, May 23d, 1869.

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No pains or expense has been spared to make this the
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PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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TESTIMONIAL.

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We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

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CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

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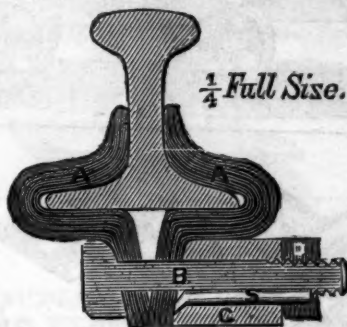
Scott's Wrought Iron Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a **TRUSS**, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

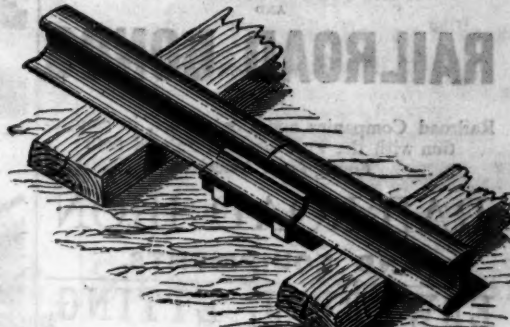
It is **SIMPLE**, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



$\frac{1}{4}$ Full Size.

VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two $\frac{1}{4}$ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. E.—The LOCK OF THE NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

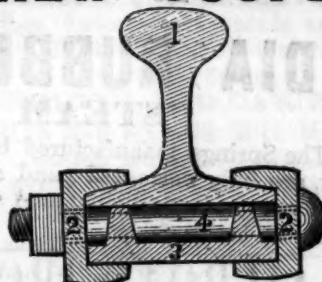
Provision has been made to prevent sliding of the rails.

Particulars, address

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And **BENJ. SCOTT,**
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THE PHOENIX IRON COMPANY'S
PATENT
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address:

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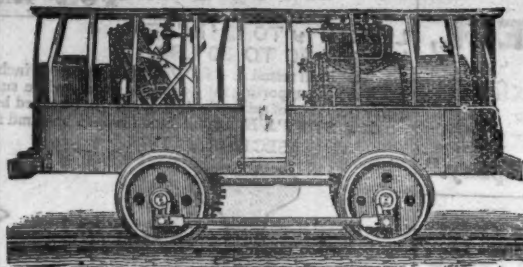
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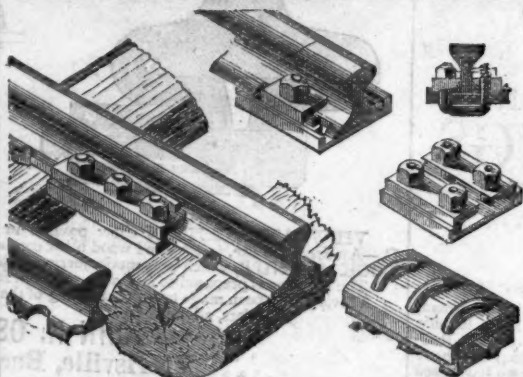


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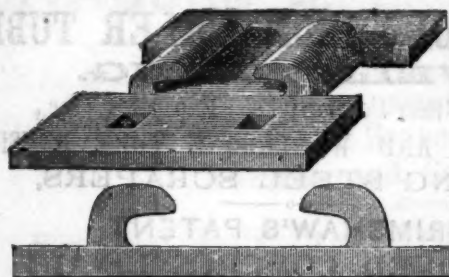
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With continuous lips, made to fit exactly the flanges of the rails.

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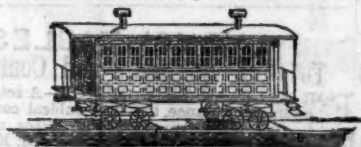
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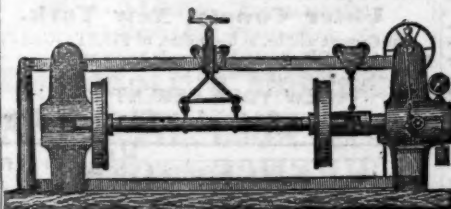
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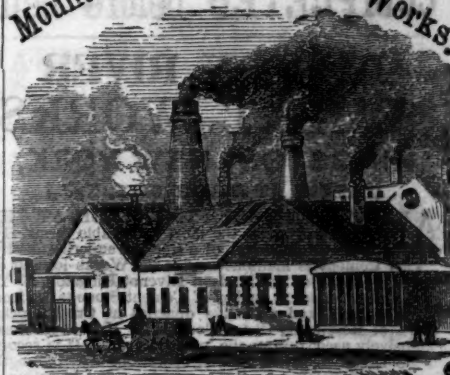
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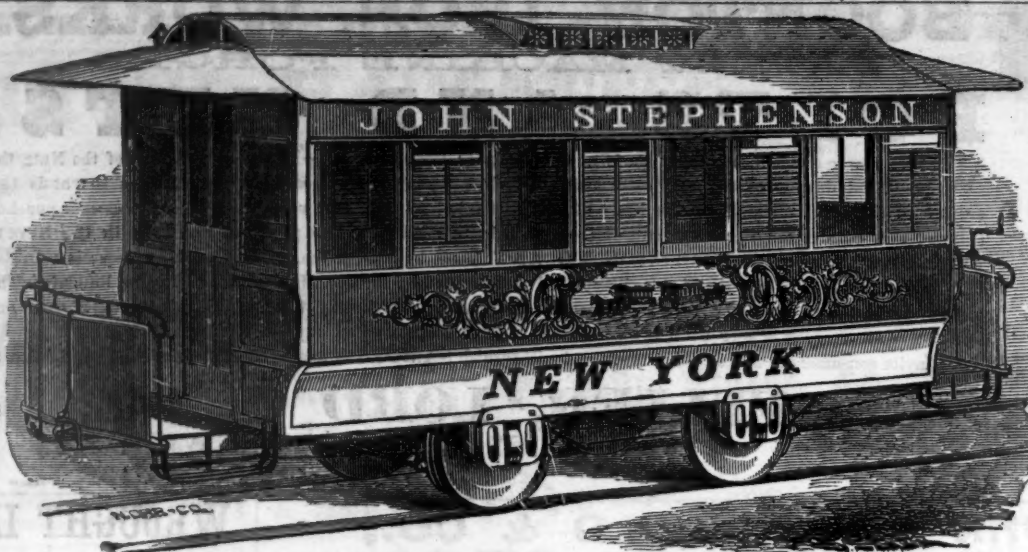
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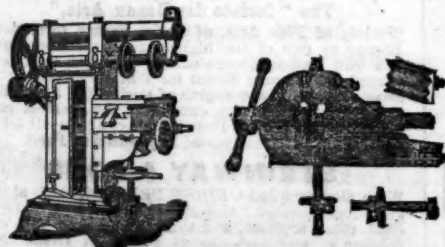
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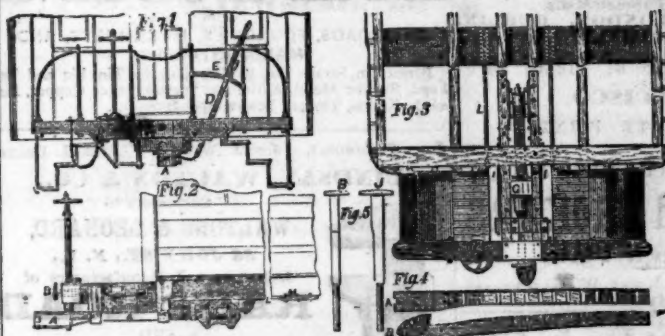
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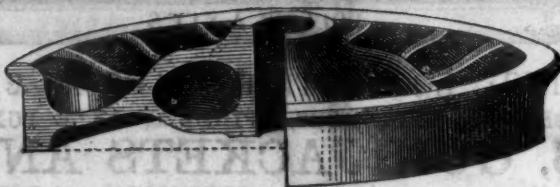
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